

PLAIN ENGLISH CAMPAIGN AWARD WINNER



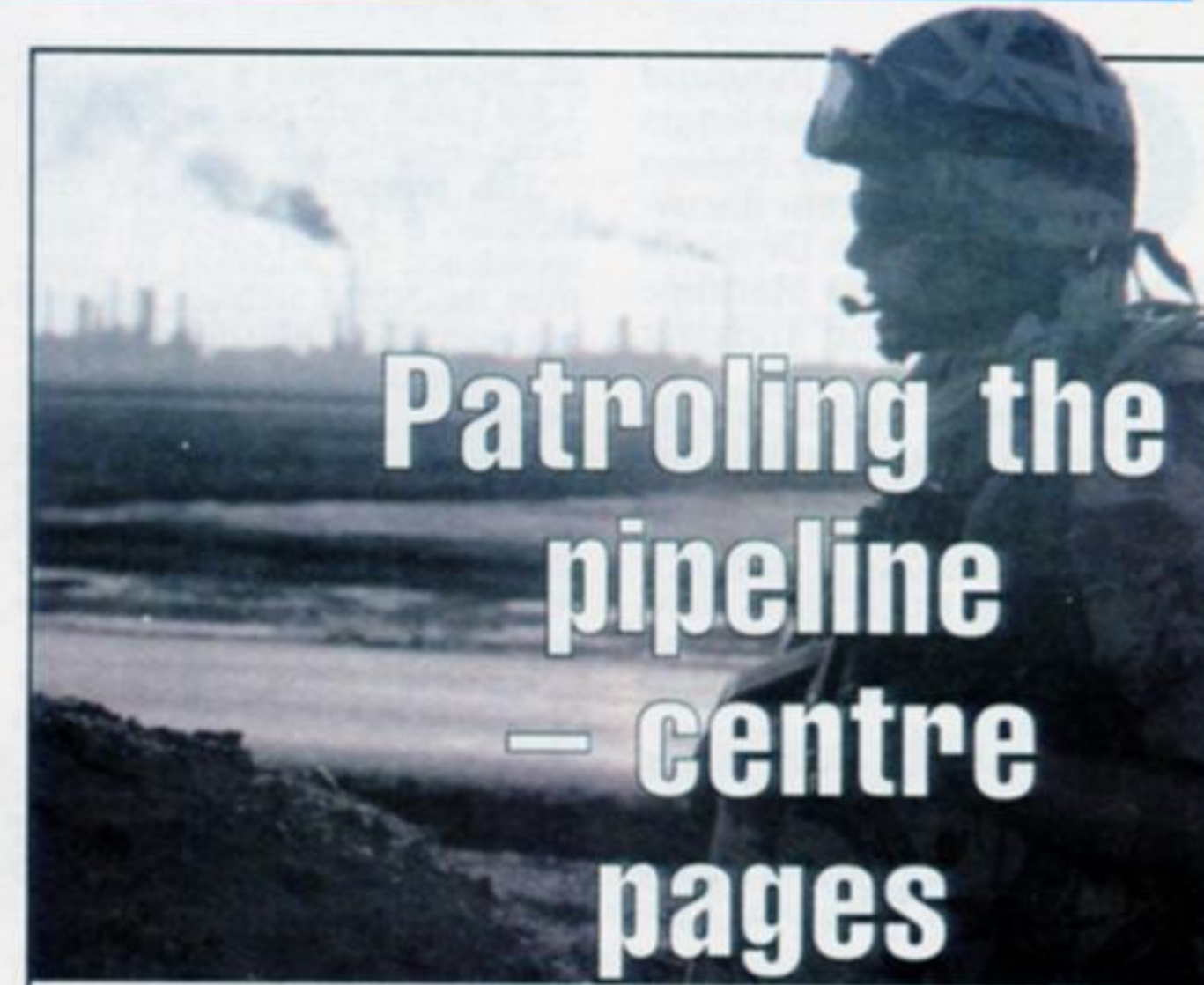
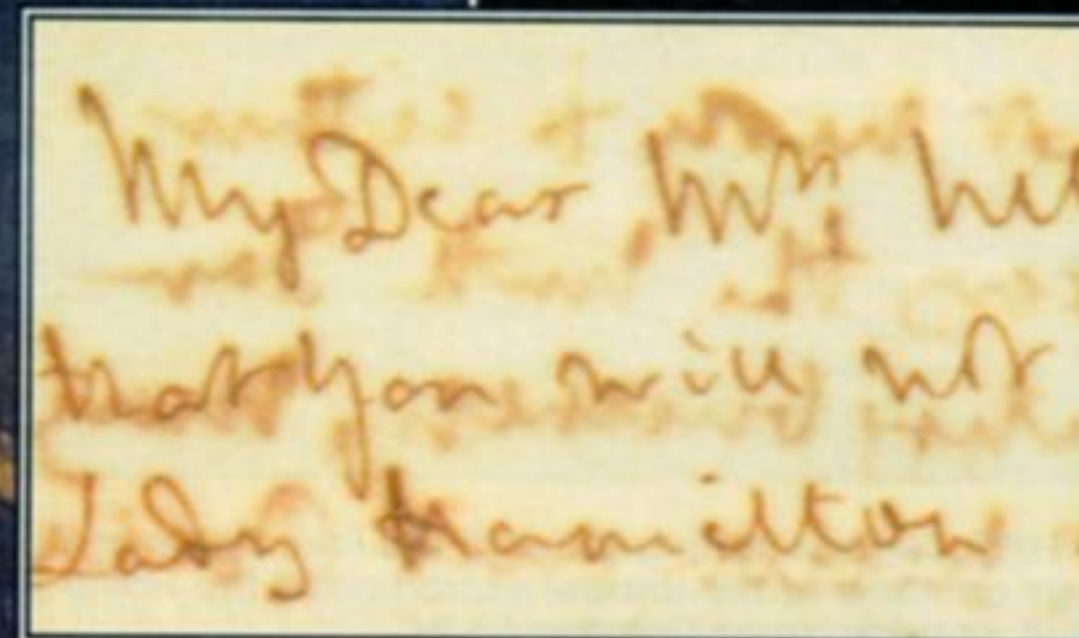
# Navy News

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**Letters shed new light on  
Nelson &  
Emma  
— p2**



**Patrolling the  
pipeline  
— centre  
pages**



**TROUBLE-shooting in  
Iraq, Afghanistan, Sierra  
Leone?**

Actually no – this picture  
was taken at the Marine  
Cadets' summer camp in  
deepest Hampshire.

Today the Sea Cadet  
Corps, of which they are  
a part, faces a crisis of  
leadership with reducing  
numbers of adult volun-  
teers. See pages 42-43



**● FIRST AID TO ISLANDS HIT BY HURRICANE IVAN – p4**



# 'Avalanche' of new Nelson letters

**O**VER a thousand unpublished letters written by Nelson have been discovered by Dr Colin White, the National Maritime Museum's Director Trafalgar 200.

They show a private side to Nelson and give some insights into his secret activities – such as the intelligence network he operated in the Mediterranean in 1803-05.

Some of the letters are to go on public display in the Museum's special exhibition for 2005, *Nelson & Napoleon*.

Colin made his finds during research for the Nelson Letters Project, commissioned by the NMM and the Royal Navy Museum in 1999. The project's latest

report revealed a "staggering" 1,300 letters with new material still being unearthed.

This represents a 20 per cent increase in known Nelson correspondence. In addition to items from the NMM archives, material has been found in 30 different public and private archives around the world.

One of the most exciting aspects of the new material is that it covers all periods in Nelson's career and sheds new light on some of his key relationships and all three of his main battles.

It will, in a sense, be possible for Nelson to re-tell his own story in his own words, says the NMM.

Project leader Colin has travelled over 25,000 miles in search of the letters and transcribed over 700 of them personally.

"I am as surprised as anyone by the amount of material found," he told *Navy News*. "When I started this project I expected to find a few hundred new letters. But in fact there has been an avalanche of new material."

"Almost everywhere I have gone, I have found new treasures. Nelson wrote as he spoke. The letters directly reflect his character and give a strong sense of the man."

In May 2002 the project uncovered Nelson's roughly-drawn sketch of the battle plan he intended to use at Trafalgar. The discovery caused a sensation and was dubbed "The Holy Grail of naval history" by historian Andrew Roberts.

The new finds include an early letter written by Nelson when he was already a captain at 21 to his friend Admiral Sir Peter Parker, discussing plans for an attack on a Spanish held fort in Nicaragua. It shows that, even at that early stage in his career, he had great confidence in his own abilities: "I beg leave to represent to you that in my opinion it will be much for the Good of the Service that all the Seamen in the Transport Service be left entirely to my direction."

Included in the family material is a letter to his sister-in-law Sarah Nelson, begging her to stay with Emma Hamilton, so that she might stay with Nelson. Sarah – a clergyman's wife – is giving 'cover' to the Admiral's mistress: "I beg intreat and pray that you will not leave our dear excellent Lady Hamilton. She is miserable at the thought of it and so am I, you can have good lodgings, & no bugs, and they shall be no expense to you."

A series of letters to Nelson's friend and brother officer the Duke of Clarence (later King William IV) includes some that were published in 1809. But the Nelson Letters Project has established that others in the series were suppressed by the Duke and his advisors.

Some have pencil marks where



● HMS Captain cutting through the line, Battle of St Vincent 1797 by Geoff Hunt, one of the paintings on show at the annual exhibition of the Royal Society of Marine Artists at Mall Galleries, The Mall, London from October 13-24

'cuts' were to be made. A typical example is one showing that when the British sailors mutinied in

The National Maritime Museum has one of the most significant Nelson collections in the world.

at Trafalgar and important paintings including J. M. W. Turner's version of the battle.

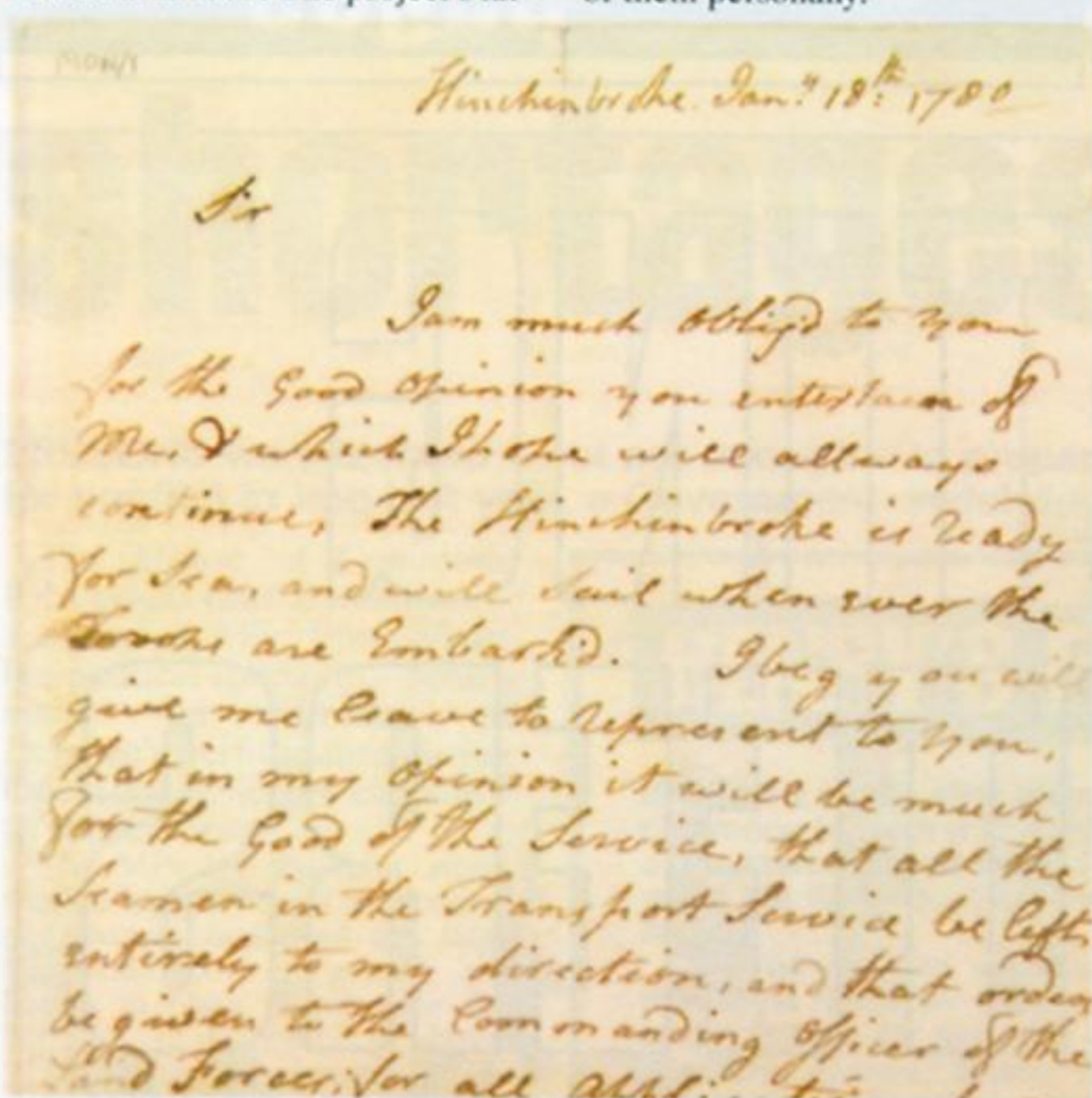
*'... for a Mutiny . . . it has been the most Manly thing I ever heard of and does the British sailor infinite honour.'* – Nelson on the events of 1797

1797, Nelson's first instinct was to sympathise with them and blame bad leadership by some of his fellow officers. Clearly this was considered too 'hot' to publish in 1809: "To us who see the whole at once, we must think that for a Mutiny (underlined) which I fear I must call it having no other name, that it has been the most Manly thing I ever heard of and does the British sailor infinite honour."

Five hundred of the most important and interesting letters will feature in Colin White's book *Nelson: The New Letters*, to be published by Boydell and Brewer in association with the museums in the early summer of 2005.

Among the objects on display are the bloodstained uniform he wore

□ 'I am a Norfolk man' – see page 36. Newsview – p22



● CONFIDENT: Detail from the young Nelson's letter of January 18, 1780 to his friend Admiral Sir Peter Parker



● Bow Chasers, by ex CPO(PHOT) Chris North, is one of the most requested photographs ever to appear in *Navy News* (it featured in our January 1989 edition). It shows a school of dolphins riding the bow wave of a Russian-built Algerian submarine at dusk in the Mediterranean. But Chris was never entirely happy with it so now, using techniques not available at the time, he has made a few subtle improvements. "I have increased the canvas size of the image to accommodate the 'cloned in' area of sea taken from other negatives," he tells us. "I made a top to the conning tower which I filled in with elements of the lower part. The added dolphin tail was taken from the lefthand outer dolphin."

Compare this version with the original on page IX of our 50th birthday supplement included in our July edition. Contact Chris at Northphot@aol.com

## FIGUREHEADS



### LOST: HMS AGINCOURT

THIS month we start taking a look at another set of Naval figureheads – those now lost forever. Or maybe not . . .

With the great changes in warship design and construction in the latter half of the 19th century the tradition of wooden figureheads was coming almost to an end. At the same time the sweeping clipper style bows was giving way to the great ram bows of the new ironclads.

HMS Agincourt was built by the Thames Ironworks at Blackwall in 1865, one of the three Minotaur class of ironclad frigates, Minotaur, Agincourt and Northumberland. She was fully rigged with, uniquely, five masts and a steam engine protected by a five inch armoured belt on a ten inch teak backing hull.

With a displacement of 10,800 tons, she carried a complement of just over 800 men and had a single gun deck with four 9in guns and 24 7in muzzle-loaded rifled guns.

The carved decoration at the bow shows in great detail the transition of styles, the usual human figure giving way to a large Royal coat of arms with Prince of Wales feathers and massive lion and unicorn supports, almost wrapping round a vertical bow, tapering down the side of the vessel with scrolls and flags. Painted in full colour, this heraldic confection was designed to impress.

Agincourt saw steadfast service in a number of stations around the world, but no action. She was a notoriously bad sea keeper and like many vessels built in this period was soon overtaken by advances in naval architecture. In the early 1900s she was used for harbour service before being used as a training vessel in 1904 together with her sister ship Minotaur under the name Boscawen III.

By 1906 she had been re-named again, Ganges II, but this was only to last another two years. In 1908 she was removed from the training establishment, given the new identification C. 109, and used as a coal hulk at Sheerness Dockyard.

She was finally taken out of service and scrapped by T. W. Wards, shipbreakers of Grays, during the 1960s.

Unfortunately no part of the original figurehead has survived; it is possible that elements of the carving had been lost along with her many career changes.



## What's this big round thing, then?

'Sir, Can someone tell me if this round thing which I found in the Aegean could be a sea mine?'

This was the e-mail message we received from Constantinos Gofas of Athens, Greece and, well, apparently not, Constantinos. We ran it past the boffins at the Defence Explosive Ordnance Disposal School in Kent and they responded that, despite the poor quality of the image and a degree of accretion, there were no distinguishing features evident to confirm it as a mine, such as horns, 'belly bands' etc.

It could be a navigational buoy – but sports divers are advised to treat such finds with extreme caution and to inform the authorities. This was the word from CPO(D) Simon Lovell when he surfaced after taking part in a joint Service operation to destroy an unexploded rocket in the waters off Pyla Ranges, Cyprus last month (inset). "A lot of these devices have been lying on the seabed for years, but it is wrong to assume that just because they are under water, they are safe," he warned.

# Tragic blunder ship found Standing on its head – wreck of the Victoria

**T**HE WRECK of the Navy's worst peacetime disaster has been discovered by divers, standing as upright as a skyscraper on the bed of the Mediterranean.

Battleship HMS Victoria plunged to the bottom after she was rammed by HMS Camperdown in June 1893 during manoeuvres by the Mediterranean Fleet, taking her commanding officer Vice-Admiral Sir George Tryon and 357 officers and men with her. One hundred and 11 years on, the wreck stands upright, driven into the seabed – the only known

shipwreck in the world in a 90 degree position – in around 500ft of Lebanese territorial waters roughly eight miles off the coast.

Victoria was discovered by divers Christian Francis, an Austrian, and Briton Mark Ellyatt, with the help of records from the National Maritime Museum and sonar to locate the wreck.

After five months of exploration, they found Victoria, half of her hull buried bow-first, the ship's name still legible on the stern.

"I have dived on bigger wrecks, more famous wrecks and deeper wrecks, but her position and history make her very significant," said Mr Ellyatt.

"It was an incredible sight and what we saw was very well preserved."

The explorers reported their find immediately to the British authorities, and have not broadcast the precise location of the wreck to ensure she is preserved.

"Victoria is not a war grave, but she is a military maritime grave – and being a grave it is our wish that the sanctity of the wreck should be

respected," explained Peter MacDonald, senior heritage adviser to the Second Sea Lord.

"There is no formal legal protection assigned to the ship, but she was and remains property of the Crown."

The unusual position Victoria lies in is thought to be the result of the weight of her forward main armament – a monstrous 16in gun – and her 18in armour plating.

The architect of the disaster, Admiral Tryon, ordered his two columns of ships – five in each – which were steaming on a parallel course to turn in toward each other, steaming 400 yards apart ... in theory.

In practice, Tryon put the two columns on collision course. When HMS Camperdown, the lead ship in the second column, queried the order, Tryon signaled angrily: "What are you waiting for?"

Camperdown executed the manoeuvre as ordered and in doing so thrust her ram into Victoria's starboard side, condemning Tryon's flagship as a result. The flagship went down in

less than 15 minutes; 357 sailors, including future First Sea Lord John Jellicoe (see page 26) escaped the stricken ship.

As the Mediterranean devoured the warship, Tryon, who remained on the bridge, is reported to have said: "It's all my fault."

The remaining eight battleships took evasive action to avoid further collisions.

● **HMS Victoria. Insets: Vice-Admiral Sir George Tryon and his flagship's death plunge.**

## Firefighters stood down as dispute is settled

SAILORS and Royal Marines have been stood down from emergency duties after a national fire strike was averted.

The three services began training personnel to step into the breach in the event of a strike when a long-running dispute between firefighters and their employers flared up again over the summer.

Deputy Prime Minister John Prescott asked the forces to prepare to provide cover, as they did in 2002 when firefighters walked out.

The dispute was settled before it reached a strike, leading to Mr Prescott standing down the three services caught up in Operation Fresco Zulu 2.

Around 2,000 Naval personnel had been in fire training, causing considerable disruption to the RN's own training regime as well as to family life.

Second Sea Lord Vice-Admiral Sir James Burnell-Nugent has praised sailors for stepping into the breach.

"I do not underestimate the inconvenience and disappointment families and friends have suffered by last-minute cancellation of holi-

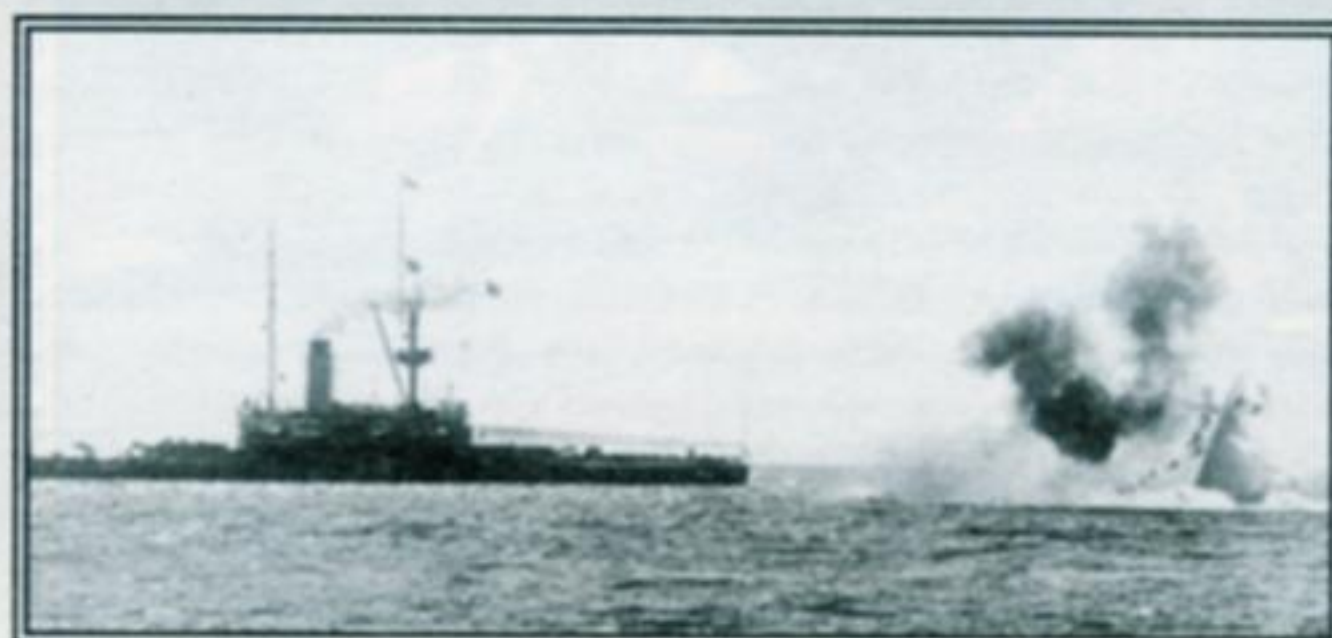
day plans. I want to offer personal thanks to all those involved. It was a job well done," he added.

During the 2002 strike some 6,792 phone calls were received by Joint Operational Command Centres across the country, of which 1,776 turned out to be false alarms or hoaxes.

**Service teams, advised by senior Fire Brigade officers, attended 3,253 incidents, Green Goddess availability was 98 per cent.**

The RN was then the lead force in Central Scotland, Fife, West and East Sussex, Hampshire, the Isle of Wight, Avon, Somerset, Devon and Cornwall.

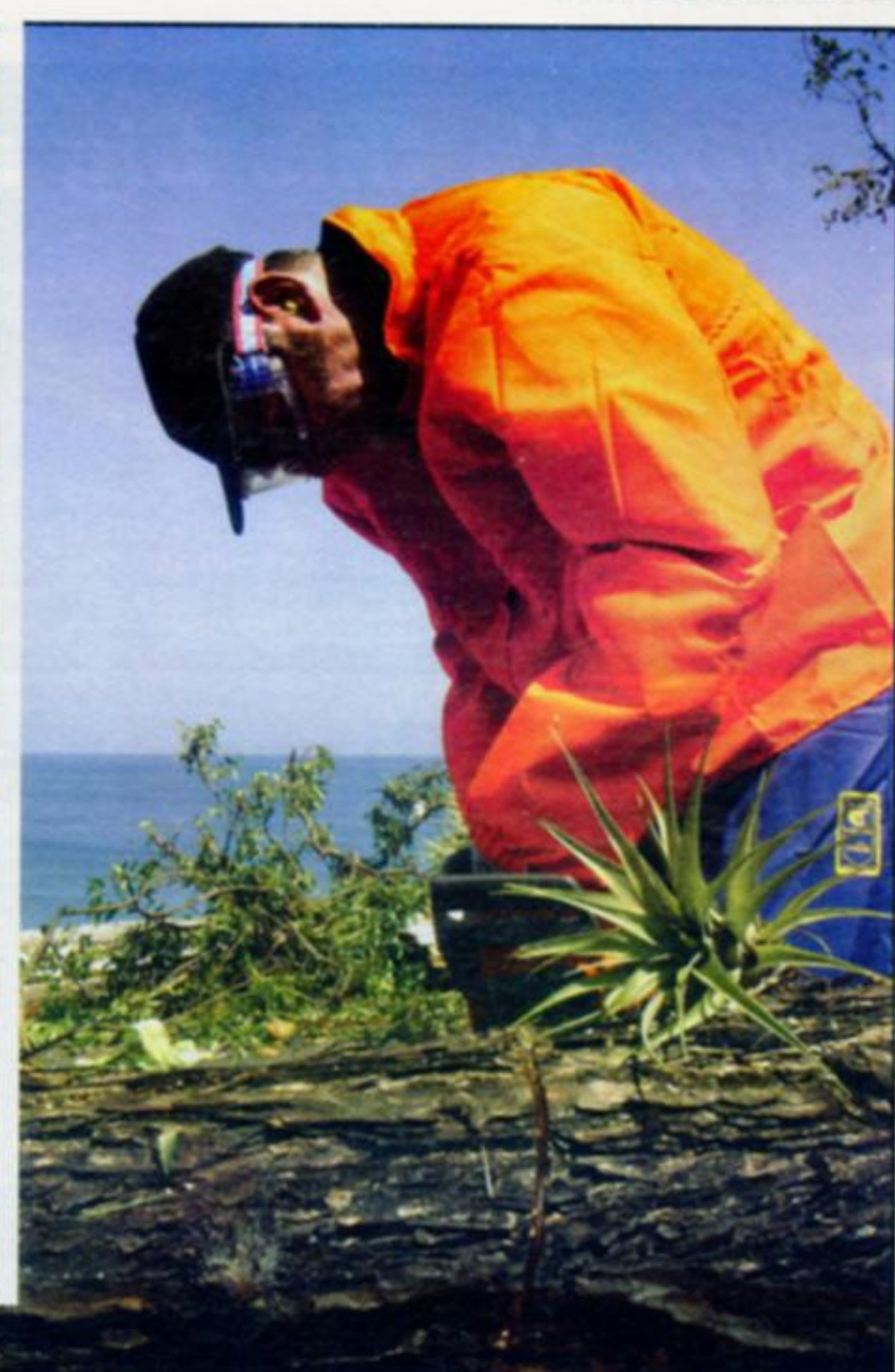
The then Chief of the Defence Staff, Admiral Sir Michael Boyce, expressed concern over the military effectiveness of the 19,000 personnel kept on standby for fire-fighting and so "not doing their task for training for whatever eventuality may come in the future."







● (Above) Buildings in St George's, the capital of Grenada, lie in ruins after Hurricane Ivan struck the island  
● (Right) WO2MEA Pete Cushing, a member of the Chainsaw Gang, works to clear a fallen tree from the hospital access road



# Ships mop up in wake of Ivan



● RFA Wave Ruler and HMS Richmond sit in the calm which followed Hurricane Ivan after it had ripped through Grenada

TWO British ships have spent the past weeks bringing relief to communities devastated by one of the most violent hurricanes seen in the Caribbean for decades.

Type 23 frigate HMS Richmond and RFA tanker Wave Ruler have been chasing Hurricane Ivan, a monstrous Category 5 storm, across the Caribbean, restoring power and clearing the path for other relief agencies to follow up with longer-term help.

At one point, Grenada was effectively being run from the frigate, as the Prime Minister of the island, Dr Keith Mitchell, used Richmond and her Lynx helicopter as a platform to assess the damage and to broadcast to the islanders via the BBC World Service.

Emergency service co-ordination was run from the ship, and the Lynx was used to ferry key personnel

around the island.

Richmond and Wave Ruler had broken off from a visit to Barbados on September 1 to prepare to help the Turks and Caicos Islands, which were expecting Hurricane Frances.

That storm missed the islands, only causing minor damage, and the Portsmouth-based frigate helped the Governor to assess the damage by flying him around the area in her Lynx.

The two ships were detached from hurricane relief duties and headed for Curacao, but after just seven hours in port, Tropical Storm Ivan was declared a hurricane and the ships were at sea again, heading for Barbados, Trinidad and Tobago and Grenada to help out where needed.

**The track of the storm indicated Grenada would suffer most, so the ships made a fast passage to a point from which they could provide support as soon as the winds had abated.**

Hurricane Ivan smashed into the capital of Grenada, St George's, with winds of around 125mph demolishing houses, blocking roads and tearing down power and telephone lines.

The island's Emergency Operations Centre (EOC) and Prime Minister's residence were destroyed, and the prison and several schools were badly damaged.

The priority was to restore power to the island's hospital, which had also lost its roof, so parties from both British ships went ashore as soon as

possible, and repaired the hospital's emergency generators, restoring essential power. They also cleared a road to the hospital.

Other RN and RFA personnel cleared the airport runway, allowing emergency relief flights to land.

Back at the hospital the emergency wards were soon back in action, and the hospital's stock of basic supplies and drugs were replenished from the ships.

RN and RFA first aiders also tended a number of casualties and escorted them to hospital. The storm is thought to have claimed the lives of 34 people on the island.

Hurricane Ivan slightly decreased in strength to a Category Four but then regained full strength as it tore through Jamaica and the Cayman Islands, where the ships were also required to apply first aid.

Both made a fast passage to Jamaica, where it is thought 20 people died, and the main problem in the Cayman Islands was the storm surge which swamped Grand Cayman.

There was frustration as Richmond was forced to wait offshore in rough seas until the storm abated, when flying and boat transfers could begin and parties up to 100 strong could restore power, clear debris and provide medical support.

Morale on board the ships is high, according to Richmond's PRO Lt Cdr Rob Fulford, the ship's Weapon Engineer Officer, who said most sailors were keen to get ashore and help, knowing their efforts were making a big difference.



● Damage wrought by Hurricane Ivan in Grand Cayman, where the airport runway was under 2ft of water at one point



● Surg Lt Gordon MacFarlane sutures a patient in Grenada, assisted by STD Toatoko Aisake




● Glyneal Elcock, an employee of Esso Standard Oil, meets up with the two men who rescued him from the harbour in Bridgewater, Barbados, after an accident. Mr Elcock was driving a mechanical digger on the jetty when it slipped into the deep water harbour. PO Ian Waters (left) and LOM Carl Murphy (right), returning to HMS Richmond, realised the driver was in difficulties and dived in to help him. Mr Elcock only suffered minor injuries, and was soon able to go aboard the frigate to thank the two British sailors in person.

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Pictures: LA(PHOT) Jack Russell



# Ships of the Royal Navy No 587



## Happy landings for Albion

**IT'S BEEN** a lively year for the Navy's assault ship HMS Albion since being handed into the welcoming arms of the Fleet.

After a summer of trials, the hard work was completed with the celebration of the Fleet Assembly at Devonport to mark the presentation of new Colours to the Fleet by the Queen in 2003.

Following a short run to Rotterdam the ship docked down for an intense work package to complete the last details and to pick up on the minor defects which come as part of the new ship package.

Back at sea a highlight of the early autumn was a successful port visit to Liverpool to allow the warship's first visit to her affiliated city of Chester.

A taxing four-week period of operational sea training tested both crew and ship capability, but the ship's company were unstinting in their efforts to achieve the most from a tight programme.

Exercise Bold Vision off the Isle of Wight in early winter last year saw the ship shine in her role as Command and Control ship by embarking 150 members of the Amphibious and Royal Marine battalions for the first time.

The objectives were comfortably achieved, the ship's equipment proved sturdy, and Albion showed off her tremendous potential.

Post-Christmas leave, Albion went in to a maintenance period which saw a communications upgrade and other new systems brought on board.

The depths of winter found Albion inside the Arctic Circle, taking part in Exercise Joint Winter off the coast of Norway.

This saw Albion packed with extra bodies, with the Commodore of

BATTLE HONOURS	
Algiers.....	1816
Navarino.....	1827
Crimea.....	1854-5
Dardanelles.....	1915

the Amphibious Task Group, the Commander of 3 Commando Brigade and their staffs adding up to a collective total of over 650.

The ship and her equipment worked well – Albion was put through her paces across the full spectrum of her capabilities and delivered the right results.

It was a matter of pride on board when Albion was declared at operational full readiness – fit for front-line duties – less than one year after crewing up towards the end of her build in Barrow – and at the same time the ship became the Fleet Amphibious Flagship.

Her first operational deployment led her across the Atlantic to Exercise Aurora 04 off America. In company with eight other warships and Royal Fleet Auxiliaries, Albion worked as part of a multi-nation coalition Task Force.

An interesting dimension was added by the embarkation of four Challenger II Main Battle Tanks from the 2nd Royal Tank Regiment, which were successfully delivered to their beach by Albion's landing craft – a capability not exercised in over 12 months.

Albion acts as the afloat command platform for the Royal Navy's Amphibious Task Force and Landing Force Commanders when embarked.

Also, she embarks, transports, deploys and recovers troops with their equipment and vehicles which form part of an amphibious assault force. The versatile ship is capable of embarking 256 staff or troops (with an additional 405 troops in overload) and their associated



● HMS Albion with HMS Ocean during Exercise Rapid Alliance in June

Picture: LA(Phot) Kelly Whybrow

vehicles and combat supplies.

Her vehicle deck can hold 31 large trucks and 36 smaller vehicles and their trailers. Albion can also carry armoured vehicles, including the 70-tonne Challenger II tank.

Vehicles are off-loaded through the dock by the four Landing Craft Utility carried in the ship. Personnel are off-loaded from davits on the ship's sides by four Landing Craft Vehicle and Personnel.

The vessel also has a flight deck capable of operating two helicopters at a time, with a third aircraft parked.

There have been eight Royal Navy ships by the name Albion,

the first a sailing ship of the line launched in 1763 which was also the first of the 'Albion' class.

The next Albion was an ex-merchant sloop, bought for the Navy in 1798. She was followed in 1802 by a Third Rate, that took part in the 1812 War with America.

The sixth Albion was launched at Plymouth in 1842 and saw action in

the Crimean. The seventh ship to bear the name was a Canopus-class battleship of 14,000 tons, launched in 1898 and had an active role in World War I bombarding Turkish positions in the Dardanelles.

The last, a 22,000 tonne Centaur class light fleet carrier had a foretaste of her future role when, in 1958, she embarked 42 Commando

### Facts and figures

Length: 176 metres  
Width: 9.8 metres  
Beam: 29 metres  
Draught: 7.2 metres  
Displacement: 18,500 tonnes  
Contract placed: July 18, 1996  
Launched: March 9, 2001  
Commissioned: June 19, 2003  
Propulsion: Two Wartsilla 16V 32E 6,250KW; two Wartsilla 4R 32E 1,560KW  
Driving: Two 5-bladed fixed-pitch props via 6MW propulsion motors  
Speed: 18 kts +  
Complement: 351 (607 including embarked forces)  
Weapons: Two SIGNAAL Goalkeeper Guns; two BMARC 20mm Guns  
Surface Manoeuvre: Up to three medium-sized helicopters; four Utility Landing Craft Utility; four Personnel Landing Craft  
Radar: 1007 Navigation, 996(6) Surveillance, 1016/1017 IFF

Royal Marines, together with vehicles and equipment, for deployment to the Middle East.

Finally, there were also the Albion IIs – a trawler and a paddle steamer – and the Albion III, a steam yacht during World War I.

### HEROES OF THE ROYAL NAVY No 6

## S/Lt A. W. St Clair Tisdall

CLASSICAL scholar, poet and associate of Rupert Brooke, S/Lt Arthur St Clair Tisdall was the first RNVR officer to win the VC.

Although he was not a member of the ship's company, he won the sixth VC from River Clyde, having taken passage in her – commanding 1 Platoon, Anson Battalion, Royal Naval Division – to V Beach.

From there, his platoon was to land and serve ashore with the Army.

Six foot tall, Tisdall could seemingly do anything: he was a brilliant scholar, a fine athlete and a brave fighting man.

Joining the RNVR in May 1914, he was called up when the organisation mobilised in August.

On October 4 he went to Antwerp with the Naval Division, returned to Blandford Camp, and sailed with his battalion to the Dardanelles on February 28.

On April 25, while waiting his turn to land from River Clyde, Tisdall witnessed the Munster and Dublin Fusiliers disembarking, and the bloodshed which followed when the Turkish machine gunners ashore opened fire.

He could hear the cries from the beach, and see the men lying wounded and dying in the open.

Turning to the major in charge of River Clyde's Maxim guns, he said: "I can't stand it, I'm going over."

Although the Turkish fire was still heavy and accurate, Tisdall jumped into the water and waded ashore, pushing a small boat in front of him.

The fusiliers on the beach were hardly capable of helping themselves, so he called back to River Clyde for volunteers.

L/S Malia, CPO Perring and L/SMen Curtiss and Parkinson all joined him as he rescued several boat-loads of wounded – all under the same heavy and accurate fire.

Tisdall's platoon landed the next day and, on April 27, he wrote to his family:

"...Have been under some fire and am now ashore; all day spent in burying soldiers. Some of my men are killed. Plenty of hard work and enemy shells, and a smell of dead men..."



● S/Lt Arthur Tisdall: all his men cried

On May 6, Tisdall's platoon took part in the first battle of Achi Baba. They set off at 8.30 that morning and by the afternoon had covered about a mile.

An AB later wrote to Tisdall's father: "When we got nicely settled in the enemy trench, your son stood up on the parapet looking for the enemy, but was not there long before he was shot through the chest, and he never said one word. We put him away as well as possible."

The chaplain also sent Tisdall's father a letter, quoting from one of the men: "He was one of England's bravest men. All his men cried when he went because they thought the world of him."

Tisdall's posthumous citation was issued on March 31 1916.

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# Letters

**JACK**  
by TUGG  
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## Mission to Tromso

IN ANSWER to A. Johannessen's query as to why HMS Loch Seavaig was visiting Moss in May 1945 (August issue), she and several other RN ships were deployed to visit Norwegian ports which were still occupied by German authorities.

Their mission was to oversee the smooth transition of authority to the Norwegians.

Although the war in Europe was at an end the Germans still had control of a few towns and ports. I was serving in the destroyer HMS Carysfort at the time and she was deployed to visit Tromso. On the second day of our visit our CO opened the ship to visitors and the crew clubbed together and bought the whole stock of the NAAFI canteen's chocolate and biscuits to distribute to the children. Some of them didn't know what chocolate was, since Norway had been occupied for five years.

On the opposite side of the fjord lay the sunken remains of the German battleship Tirpitz. We were told by some of the locals that they had to cut a hole in the bottom of the ship to release some of the crew who were trapped inside and that could only be done at low tide. — R. Laland, Leicester

I HAVE a framed citation given to my late step-father Cdr Bob Fraser, presented to the officers of HMS Grecian "with thanks for swiping our Crown Prince Olav to Norway" and dated May 14, 1945. I am assuming that Grecian swept a channel for the ship that brought him home. Can anyone give me any more information? — S. Elliott, Lichfield, Staffs.



# How we got — and lost — the bird

MY husband, serving in HMS Manxman at Singapore in 1967, still recalls my pregnant cravings with alarm.

Most women desire normal fare like pickled onions with ice cream — I wanted porridge morning, noon and night, despite the 120 degrees temperature.

And I wanted a talking parrot. After three hours of trawling markets and haggling, we found a most handsome specimen, albeit the size of a vulture. The Chinese gentleman who sold it to us, along with a rattan cage, for 70 dollars, assured us it had virtually fledged from its mother the previous week.

OK, we were young and naive. Enconced in the lounge, 'Jack' looked majestic — majestically stuffed. When we were present in the room he sat on his perch and never moved a feather. We tried coaxing him to eat, but apart from a large chunk he took out of my husband's finger, he ate and drank nothing.

However, the minute we left the room feverish activity could be heard coming from the cage — but on rushing back in we found him still sitting on death row.

After a week of this self-inflicted starvation diet, I began to worry. I popped next door to pour out my anxieties to a pal. Two hours later I returned to find the cage empty and the bird flown. 'Jack' had



bitten through the rattan strands which formed the bottom of his cage until the floor dropped out — and he dropped out with it.

We have always harboured the suspicion that his former owner had trained him to escape and

return to him every time he was sold . . . — M. E. Holmes, Kirkby-in-Ashfield, Notts

● Minesweeper support ship HMS Manxman at Singapore in the 1960s



## Thrill of the 'chase' in Charity

I was particularly interested in your article on HMS Charity (August issue) which mentioned Haile Selassie, Lion of Judah and Emperor of Ethiopia and his travels.

In HMS Charity just one watchkeeping 'tiff' was required down in the engine room at sea and this 'tiff' (Blake 44 and a Fisgardian) found the thrill of driving this ship was immense, most of the time!

When leaving a tanker (see picture above) the 'chase' between the increased revolutions rang down from the bridge and actually achieved was often a case of mind-reading in advance that became backside down and away.

With the hope that on these 28 day tours there would be mail waiting at the end of the watch as well as the oil.

Acting as crash boat for the carrier HMS Triumph and later stopping trains on the North Korean east coast was less exciting, even when the Americans gave us an ornate train busting certificate.

But all contributed to the 125,000 miles travelled during this conflict. We did have the great privilege of taking Vice-Admiral Charles Lamb up to sign the peace treaty, thus allowing Charity to return eventually to her home in Malta.

It was from here that we joined up with the Consort to escort the cruiser HMS Norfolk back to Portsmouth carrying the Emperor of Ethiopia on a state visit — keeping our families on the dockside from 7am to 12 noon while he boarded the train before we were allowed up harbour!

That was after a 23 month commission — I remember it well, just 50 years ago on October 4. — P. Johnson, Southampton

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.

# Young sailors get an eyefull

IT WAS very nice to read the letter from R. V. West thanking my brother Billy for organising the memorial service for the 60th anniversary of the D-Day landings.

Billy was one of four Swift brothers to join the Navy in World War II. I was the youngest and when I joined in August 1943 I was still only 17 so I was first drafted to a seaplane tender HMS Albatross in Plymouth Harbour.

Eventually when we were all 18 we were lined up on the quarterdeck to be sent to the shore barracks prior to being sent abroad. We were tied up alongside a French battleship, the Paris, which was being used as a base ship.

The Petty Officer had called us to attention and gone below to report to the officer of the day that we were ready to leave. There were large doors in the side of this battleship and they were always open. Suddenly a Wren dressed only in her bra and knickers appeared in this doorway

to get some clothes out of a locker.

The whole parade crushed forward to the railside. Luckily I was in the front rank so got a wonderful view. It was all done in silence so she did not see us and when she walked out of view we all got back into line.

The petty officer came back up to say the officer of the day was not coming up so we could all leave. I realised afterwards that as the officers' mess deck was opposite this door he would be glued to the porthole as this would be their daily treat. It was a treat I have never forgotten, certainly.

I went on to serve in Coastal Forces, drafted to ML 837 in Tobruk where I found I was in the middle of a war between the young lads who had commissioned the boat and some old hands who came on later and tried to demand the bunks, of which there were only 12.

Today I am a member of the Coastal Forces Veterans Association, regularly writing to three of them. — Harry Swift, Hull



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# Touching on Nelson

I AM living in Nelson's famous parish of Merton and our church is the last place he took communion before taking leave of Lady Hamilton and Horatia for the last time.

Apart from all our Nelson memorabilia we have in our churchyard the family tomb of Rear Admiral Isaac Smith, who lived here all his life, sharing a house with his brother and their first cousin once removed, Mrs James Cook, wife of the great navigator.

Smith went on the Newfoundland survey with Cook, aged 12, and the two Southern Hemisphere journeys aged 16 plus.

The money Smith left for maintenance of his tomb and that of 12 family members was removed by the Charity Commission in the 1930s and this has left the parish with a hefty bill as the tomb leans on the chancel and vestry walls, fills up with water which then leaks into the stonework of the church.

I have written to trusts and foundations and some are responding kindly and some are not!

We do feel that despite being so young, Smith was the first official Englishman to step onto Australian shores, we must try to rescue his tomb and have it ship-shape for 2005. — Mrs D. Muirhead, Merton Park, London.

Isaac Smith later fought against the French in the West

Indies and also served on the East India station. In 1807 he retired with the Rank of Rear Admiral and died in 1831 aged 78. — Ed

AS A National Trust volunteer I am involved in the care of certain books in store at Calke Abbey, Derbyshire.

Among these is a copy of *A Personal Narrative of Events. From 1799 to 1815. With Anecdotes* by Vice Admiral William Stanhope Lovell (Lovell's original name was Badcock but was changed later in life for inheritance purposes).

He joined the Royal Navy as a midshipman in 1799 aged ten and served in HMS Neptune at the Battle of Trafalgar. He had a particular connection with the Santissima Trinidad: "During the time we were going into action, and being raked by the enemy, the whole of the crew, with the exception of the officers, were made to lie flat on the deck, to secure them from the raking shots, some of which came in at the bows and went out at the stern."

"Had it not been for the above precaution, many lives must have been sacrificed. My quarters were the five midship-guns on each side of the main-deck. I was sent on board the Santissima Trinidad, a few days after the action, to assist in getting out the wounded men, previous to destroying her. She was a magnificent ship, and ought now to be in

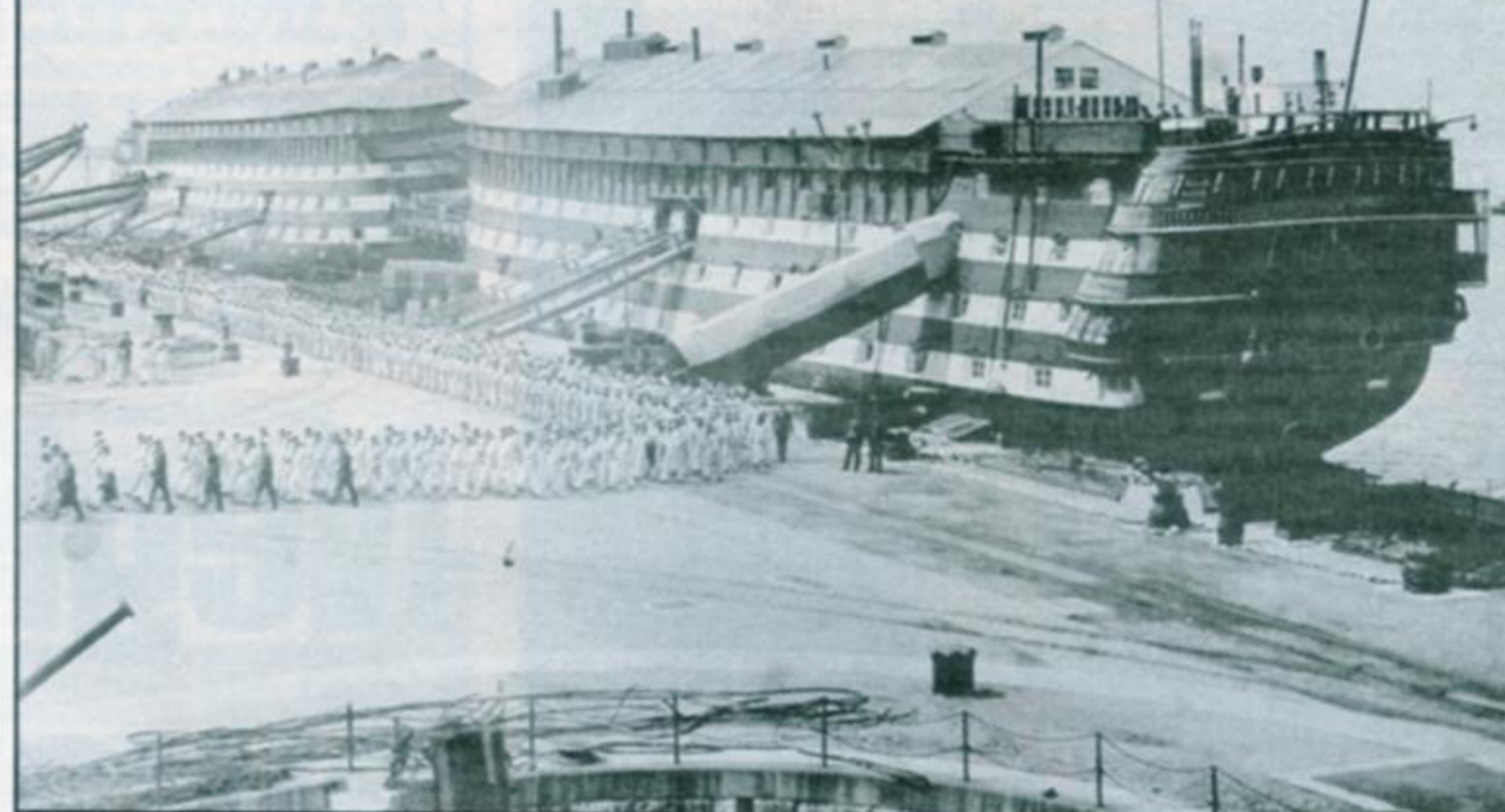
Portsmouth harbour. Her topsides, it is true, were perfectly riddled by our beautiful firing, and she had, if I recollect right, 550 killed and wounded; but from the lower part of the sills of the lower-deck ports to the water's edge, few shot of consequence had hurt her between wind and water, and those were all plugged up.

"She was built of cedar, and would have lasted for ages, a glorious trophy of the battle; but 'sink, burn and destroy' was the order of the day, and after a great deal of trouble, scuttling her in many places, hauling up her lower-deck ports, that when she rolled the heavy sea might fill her decks, she did at last go unwillingly to the bottom."

"I have now by me a gilt dirk that I brought away from her, it belonged to the Spanish admiral's son, Don Baltazar Cisneros; I would not part with it for its weight in gold."

The whole book makes very interesting reading and has been re-published by the US Naval Institute in their Classics of Naval Literature series and is now entitled *From Trafalgar to the Chesapeake*. — D. Wilkinson, Calke Abbey, Derbyshire.

AS ONE of, probably, the last members who served in the battleship HMS Nelson, I was wondering if, in view of next year's 200th Trafalgar anniversary, some arrangement will be made whereby those remaining person-



nel might participate in the celebrations. — D. Carden, Bexhill-on-Sea.

It is pretty certain that there are even fewer people left who spent time in the earlier HMS Nelson, which finished her days as a stores and later coal hulk. On the last day of September 1903 4,000 sailors marched from the obsolete and ill-ventilated hulks that formed the General Depot, HMS Duke of Wellington (of which the Nelson was part) into the brand new Portsmouth Royal Naval Barracks then reported to be "the best in the country, if not in

the world". The only alternative that had been seriously considered had been to move them into the old Convict Prison at Portsea. This HMS Nelson was

a 1st rate of 120 guns launched at Woolwich in 1814 and later undocked as a screw ship in 1860. She was broken up at Launceston in 1928. — Ed

# Anger at flag flown wrong way up

AT 86 years young and still going strong as the publicity officer for the Royal Navy in York and having served for 12 years in HM Royal Marines and 20 years as a Special Constable, I still get very angry when I see our flag displayed upside down on important occasions and this is happening far too often.

Now that we have at last obtained permission to wear the Greek Medal (after many letters) I can now devote my few remaining years to persuade those responsible to make it impossible to fly our flag the wrong way up. It is not difficult. All that is required is to add a 'Queen's Crown' to the top left hand corner.

If you need concrete evidence, just look at the presentation ceremony in Athens when Chris Hoy won Gold and pay attention to the Union Flag flying over the podium. Yes, of course it was flying the wrong way up. — B. Hallas, Haxby, York

## Survivor and spuds

IT WAS with great interest that I read the article "Greeks pay tribute to tragic BYMS" (August issue) — however I must make some corrections to it.

BYMS 2077 did not belong to the 13th Minesweeping Flotilla which consisted of the Bangor-class ships Rhyl, Stornoway, Rothsay, Bude, Felixstowe, Clacton and Bridlington.

I was serving in Rhyl when the 13th Flotilla was engaged at that time in clearing the entrance to the port of Patras and other parts of that area.

The German minefields were protected by chains suspended from underwater buoys that played havoc with the sweeping gear.

I remember hearing the sad news of the loss of BYMS 2077 which was operating in a different area.

Not all hands were lost. A few weeks later I sat alongside one of them in the spud bashing party of a requisitioned barracks in Taranto as we waited passage by Italian destroyer back to Malta for return to the UK. — J. S. Dibble, Wells, Somerset.

## Party puzzler

IT HAS been suggested that you may be able to assist me with a small puzzle.

In July of 1952 HMCS Magnificent was operating in the Mediterranean with ships of the Royal Navy, Lord Mountbatten was C-in-C with his flag in HMS Glasgow.

During a few days of a fleet regatta a landing barge of some type was run ashore loaded with beer and tents for a Banyan party.

I have been attempting to identify the craft in question — rumour has it that Mountbatten paid for the beer from his own pocket. Can anyone help? — G. E. Sullivan, Toronto, Ontario

## Pension challenge

THE COMBINED Armed Forces Federation UK is in the process of challenging the Government over the fact that many members of the Armed Forces who left before qualifying for a full pension prior to 1975 are nevertheless entitled to a pro-rata pension based on the number of years served and the fact that salary levels during the period of service were reduced below their civilian equivalent in order to provide them.

This claim is being made on behalf of the above and their surviving spouses or partners if applicable. Contact Frank Rixon on 01980 842402. CAFF UK website: www.caffuk.cjb.net

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## Tribute Models to HMS VICTORY

Special Limited Edition - only 1805 will be made - to celebrate the 200th anniversary of Admiral Lord Nelson's victory at the Battle of Trafalgar. The oak base is made from timber reclaimed from HMS Victory herself (during refit), and Nelson's message "England Expects Every Man to Do His Duty" flies from the rigging in authentic 1805 code. 18" long, supplied ready for display.

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## Helping Hands

# Goody brings fire to the Arctic chill



Submariner Mark 'Goody' Goodinson is turning fire-breathing talents into charity cash for St Luke's Hospice in Plymouth  
Picture: LA(Phot) Lee Durant

SUBMARINER Mark 'Goody' Goodinson is setting out for the Arctic ice next year in order to raise money for St Luke's Hospice in Plymouth.

In April next year, Goody will undertake a five-day dog-sled journey across 150 miles of the Arctic circle.

He will be joined by counterparts from the other Armed Forces and TV gardener Charlie Dimmock – although as she has now entered Naval nickname status, when Goody was first told about Charlie's involvement, his first question was "What ship's he on then?"

When the flyer outlining the charity's 'Arctic Challenge' crossed Goody's desk, he knew it was the one for him. "I've been to the Arctic Circle

before on motorbike for a holiday – it's such a spectacular place."

But once Goody paid a visit to the Hospice in Plymouth his priorities changed, "I realised this wasn't just a good trip, but I could change lives."

Goody is putting all his energies into fundraising, and can be found firebreathing, juggling and balloon-sculpting to net the necessary cash.

As part of their exploits the Arctic challengers will scatter Forget-me-not flowers across the frozen ice in memory of loved ones.

If you would like to sponsor a flower as a tribute to someone close to you, or want to sponsor Goody, contact St Luke's Hospice on 01752 401172.

# Neglect wiped away on Rock

ONE of the Navy's most sacred grounds has been restored in time for the 200th anniversary of Trafalgar.

Today the aptly-named Trafalgar Cemetery in Gibraltar is an immaculately-kept triangle just outside the famous city walls.

But just a few months ago it was an overgrown, dilapidated patch, its 150 or so gravestones so blackened by years of neglect that inscriptions were barely legible.

The enterprising efforts of a team from the Maritime Data Centre on the Rock and youngsters performing community service as penance for misdemeanours has transformed this derelict graveyard into a fitting resting place.

The cemetery was used by the British military from 1708 until 1835 and, despite its name, only two men mortally wounded at Trafalgar are buried here – the majority were laid to rest at sea – but victims of clashes of Algeciras (1801), Cadiz (1810) and Malaga (1812) are interred in the yard.

The team from the MDC were surprised by the state of the burial ground when they first saw it.

"The drains were broken, weeds were overgrowing, you couldn't read the gravestones and some residents were using the back of the site as a tip," said Lt Cdr Nick Chapman.

Through links with the probation service, the Data Centre sailors provided supervision to help young people on community service revamp the cemetery in time for the 300th anniversary celebrations of British rule on the Rock

– as well as next year's Trafalgar bicentennial.

For the RN, the project has been a good chance to show the community-spirited nature of the Senior Service, for many of the youngsters it has been a chance to make amends.

"When they realised that we were doing this on a voluntary basis, they really got stuck in," explained WO1 Peter White.

"One of the lads took particular interest in cleaning one of the gravestones. He even came back

once his probation was over to finish the job."

The overhaul of the cemetery is not yet complete; that will come next year when a 7ft bronze statue of Nelson is installed at the entrance.

## Last days treasured by Ocean

A VISIT to their affiliated city of Sunderland gave HMS Ocean the ideal opportunity to forge closer links with their affiliated charity.

Warrant Officers and Chiefs on board the Navy's largest warship visited St Benedict's Hospice in the city to present a cheque for £750 – the hospice, based at Monkwearmouth Hospital, offers palliative care to the local population.

The hospice has 12 in-patient beds and a 10-place day-care unit on site.

The affiliated visit saw HMS Ocean become the first recipient of Sunderland's freedom of the city since the place achieved that status in 1992.

Two hundred officers and ratings paraded through the city centre, along with a 28-man guard and the Royal Marine Band Scotland to great cheers and welcome by the big-hearted folk of Sunderland.

Children from the local Sea Cadet Corps took advantage of their giant visitor to explore the warship and get a glimpse of the work within the Senior Service.

Indeed, when HMS Ocean threw open her doors for visitors, more than 5,000 members of the public were welcomed on board to find out through first-hand experience about life on board.

## Breath of fresh air for Bethesda

AIR ENGINEERS from RNAS Yeovilton along with colleagues from the Portsmouth Waterfront Manning Organisation breezed in to Bethesda Cottage in Snowdonia to give the activity centre a facelift.

The base, in the heart of Snowdonia National Park, is popular with Service personnel and their families because it is ideally suited for hill-walking, climbing, canoeing, white-water rafting and mountain-biking.

But after years of heavy usage, Bethesda was starting to look a little tired and in need of some tender loving care.

In short time, the Naval group had installed a new ventilation system, painted and decorated the venue inside and out, and given the Cottage a whole new lease of life.

Bethesda Cottage, known in its native tongue as 'Tai Newyddion', is situated at Nant Ffrancon at the end of Ogwen Valley. For more information contact the manager, Lt Doug Wylie at Yeovilton on 01935 455054.

## News in brief

■ **HOPEFUL** Michael Owens and Wayne Rooney from the Royal Navy and civilian staff played a 12-hour football match at HM Naval Base Clyde to raise money for Sport Aid's Red Sock Day.

Playing 24 games in all the Navy's training staff welcomed and challenged all comers for a four-a-side football match. Spectators were able to boost funds by placing bets on the outcome of the day by guessing the goal difference.

Carole Chaytor, a nursery liaison officer, won 30 per cent of the total betting money but asked that apart from a small sum, the rest of her money should go to charity. In total the day raised £360.

■ **SEA CADETS'** Lt Cdr (SCC) Mark Macey RNR has tackled his sixth marathon along with Gary Payne from the City of London Sea Cadet unit.

The two dogged runners, who completed the gruelling marathon in 4 hours 54 minutes, netted £1,400 for charity DeBRA, which works for people with the genetic skin-blistering condition, Epidermolysis Bullosa (EB).

■ **KEEPING** on the marathon theme, the King George's Fund for Sailors (KGFS) is looking for runners who want to take part in the 2005 London Marathon.

Next year the run takes place on Sunday, April 17, and KGFS have a number of Golden Bond guaranteed places – but there's a catch, each runner must garner at least £1,000 in sponsorship.

The KGFS have set themselves a big challenge for the Naval-notable year of Sea Britain 2005, aiming to raise an extra one million pounds to help seafarers and members of their families.

Anyone interested in taking on the punishing challenge of the marathon for the maritime cause should contact George Maskell on 020 7932 0000 or email [george.maskell@kgfs.org.uk](mailto:george.maskell@kgfs.org.uk)

■ **HARKING** back to the days of rock, HMS Sheffield's 1999 rock band Dial Zero reformed earlier this year to raise money for their drummer, 'Burt' Reynolds who was struck down with Multiple Sclerosis.

The night raised over £1,500, which was further bolstered by another £700 after a concert in the Warrant Officers' and Senior Rates' Mess at HMS Collingwood this summer.

■ **FORMER** Naval officer Roger Taylor decided that his passion for acting should be turned to maritime charity gain with his new production.

In October Titanic comes to Portsmouth – not the ship but the smash Broadway musical playing for the first time in the UK.

Portsmouth-based Amateur Dramatic Group HumDrum AmDram are staging the production at the New Theatre Royal, and Roger, who has been a member of the group for almost ten years, suggested that the actors should raise money for charity and who better than the RNLI (Royal National Lifeboat Institution)?

During the show week from October 5-9, the group will raise money for the RNLI with a charity night on the Thursday.

■ **AS DESTROYER** HMS Cardiff comes to the end of her South Atlantic deployment, the crew will be breathing a sigh of relief – particularly the 32 members of the ship's company who decided to race the ship over 32,000 kilometres.

This number was not a figure plucked from the air but the distance that the elderly Type 42 will have covered en route between Portsmouth, the Falkland Islands, up the west coast of South America, through the Panama Canal and back to Portsmouth.

By the end of their travels, each crew member will have rowed one million metres, earning them the nickname of the 'Cardiff Millionaires'.

Anyone interested in offering support to this last big push for the ship's affiliated charities should contact PO(AWW) McCulloch at HMS Cardiff, BFPO 249.



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At this time of Remembrance, please consider making a donation or organising a fundraising event or project on our behalf. We have much still to do and with your help we shall continue to do so.

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Right, who's got the bus fare, home...?

Lts Chris Jones and Phil Rogers from HMS Collingwood, the Fareham training establishment, and their friend, schoolteacher Mark Anderson, might be a tad saddle-sore after cycling 884 miles from Land's End to John O'Groats.

But hopefully their weary legs were worth it as they raised £3,000 for Cancer Research UK.



## Catt goes on the hunt

NEW equipment trials in the Weymouth area allowed the ship's company of minehunter HMS Cattistock to visit her namesake village in Dorset for the first time in almost three years.

Cattistock, which like all ships of her class is named after a Hunt, hosted a reception for 60 guests from the village and from other affiliations.

The CO of HMS Cattistock, Lt Cdr Peter Aylott, was presented with the General Service Medal during the reception for service and support of the Afghan conflict. The award was presented by Cdre Jamie Miller, under whom Lt Cdr Aylott served throughout operations in Iraq and Afghanistan.

Cattistock recently underwent an extensive refit culminating in the upgrade of her sonar and computer command system, making her one of the most capable minehunters in the world.

She will go through training during October before taking her place in Britain's on-call Mine Countermeasure Force.

# Sausage sizzles in the Gulf

HMS CUMBERLAND returns to her home port of Devonport this month after a six-month deployment to the Indian Ocean and Arabian Gulf.

Since departing from Plymouth on April 19 as part of Operation Oracle, the Type 22 frigate has sailed approximately 23,000 nautical miles, visiting a number of ports along the way.

Taking over from HMS St Albans north of Suez, where the usual handover steampast was accompanied by several hundred gallons of seawater (and the odd egg!), Cumberland, nicknamed the Mighty Sausage, proceeded through the Suez Canal to the first of many operational patrols.

This meant long periods at sea, challenging the endurance of the ship's company, often working with allies from many nations.

Taking part in multi-national exercise Iron Siren with units from the US Navy and the United Arab Emirates was, in Capt Russell

Best's words, "a resounding success". The exercise was designed to prove the coalition's ability to work together to counter the threats of the region.

Capt Best, Cumberland's CO said "We have brought the navies of Britain, the US and the UAE together and proved that we can operate as an effective task group."

Aside from patrols at sea the ship has seen a number of significant events whilst on deployment.

The first of these occurred in Bahrain, at the beginning of June, when Cdre Tony Rix Royal Navy handed over command of the coalition task group to Rear Admiral Teule of the French Navy.

At the end of July the ship arrived in Dubai for a long-awaited mid-deployment maintenance period, and many of the ship's company took the opportunity to fly families out to enjoy a well-earned period of leave alongside.

The ship's company put their spare time to good use with the petty officer's mess organising a ship's version of a popular TV reality show. Their *I'm a Sailor, Get Me Out of Here* competition involved six contestants subjecting themselves to a series of *Bush Tucker Trial* type challenges.

SA Andy Moore was the lucky winner of the contest. His prize? A day's leave from ship and the use of the plush facilities at the Le Meridien Hotel in Dubai!

Cumberland's rugby and football teams were kept busy, enjoying the experience of playing in the Middle East.

Summing up the deployment, Capt Best said "I can safely say this has been one of the most memorable deployments the ship has had for some time."



● HMS Cumberland (bottom) refuelling from the Japanese tanker Towada (centre) during her recent deployment to the Indian Ocean and Arabian Gulf

## From rations to Russians

THE SHIP'S company of HMS Cornwall recently visited Antwerp for a poignant ceremony to mark the 60th anniversary of the liberation of the Belgian city.

Officers and ratings from the ship took part in remembrance services over a busy weekend, which included providing a ceremonial guard for both the Sailors Memorial Ceremony and the Cromwell Tank Service.

Cornwall's Commanding Officer, Capt Simon Charlier, visited Breendonk Concentration Camp for a moving ceremony attended by the King of Belgium.

Other events included the re-creation of a 40s-style street party complete with music of the time, which included many renditions of songs made famous by Vera Lynn.

To help get everyone in the mood of the era, drink from the beer tent had to be purchased with replica wartime ration vouchers and as a bonus there was one free voucher for powdered egg.

HMS Cornwall is now on course to visit the Russian city of St Petersburg and the Baltic port of Baltysk.

## Iron Duck heads south for winter

FRIGATE HMS Iron Duke left her home port of Portsmouth last month to take up duties in the South Atlantic.

The Type 23 frigate's main role during her deployment, known as Atlantic Patrol Tasking (South) or APT(S), will be patrolling the Falkland Islands and protecting UK interests on the West African coast.

Iron Duke will re-visit Cape Community School in Freetown, Sierra Leone, where some of her 174-strong ship's company will carry out building and refurbishment projects.

The vessel first visited the school in 2000 and

again last year to help re-build parts of the crumbling building.

Also featuring on her itinerary are defence diplomacy visits to several ports, including Montevideo, Rio de Janeiro and Lisbon.

The frigate's Commanding Officer, Cdr Peter Carden, said: "We are proud and ready to undertake everything that might be expected of us."

"The ship's company are hoping to continue the work of previous visits and renew some old friendships."

HMS Iron Duke will return to Portsmouth in time for Christmas.



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## Bulwark sails for first sea training

AMPHIBIOUS assault ship HMS Bulwark has sailed for her first training programme under the White Ensign.

The Royal Navy's newest ship, recently handed over by shipbuilder BAE Systems, took with her a newly-formed ship's company of 400, including 85 Royal Marines.

While at sea, her sailors and officers will familiarise themselves and train on the Plymouth-based ship's equipment – and for around a third of the ship's company it will be their first taste of life at sea with the Navy, having only recently joined up.

This first phase of training will be carried out in the Plymouth area under the watchful eyes of staff from Flag Officer Sea Training (FOST).

After sea safety training, Bulwark will move on to a period of sea trials around the UK, testing equipment and weapons systems and integrating 4 Assault Squadron Royal Marines and their landing craft into the ship.

She is due to formally commission with a ceremony in Devonport Naval base in the spring.

At 18,500 tons, Bulwark and her sister Albion are impressive replacements for the veteran assault ships Fearless and Intrepid.

Bulwark can carry up to 700 RM commandos and up to 60 vehicles, ranging from trucks to battle tanks.

She is equipped with the largest and most sophisticated battle command centre afloat in the Royal Navy, carries eight new landing craft and can handle large helicopters.



● Destroyer HMS Edinburgh is given a traditional welcome back home by a piper at Portsmouth Harbour

Picture: LA(PHOT) Owen King

## Olympian effort by Edinburgh

ATHENS enjoyed a trouble-free Olympics – and a small part of the credit for that must go to destroyer HMS Edinburgh.

The Type 42 warship has now returned to Portsmouth after months with one of NATO's permanent task groups, checking shipping for any signs of terrorist activities or support for terrorist groups.

But the high point of the four-month anti-terror programme came when she spent the period of the Olympic Games patrolling the waters around the Greek capital in a NATO maritime security operation.

While on patrol in Greek waters, a boarding exercise was conducted with the Greek ship Bouboulina.

There was even time for Edinburgh's own sporting superstars to go through their paces, including a Super Teams event, won by 3R Mess.

Much of Edinburgh's time with NATO's Standing Naval Force Mediterranean (SNFM) was spent in the Eastern Mediterranean, monitoring traffic in one of the busiest seas in the world.

Midway through the destroyer broke off to join a Joint Maritime Course (JMC) off Scotland – an intensive two-week training and exercise programme which put British and allied ships under relentless pressure.

The ship's commanding Officer, Cdr Russ Tuppen, said: "Edinburgh has made an important contribution to the war against terrorism through surveillance operations in the Eastern Mediterranean and our support to the maritime security for the Olympic Games."

"Our integration into the Standing Naval Forces has been particularly smooth and we have enjoyed the opportunity to operate closely with our NATO allies."

## Helicopter rescues stricken yacht crew

A HELICOPTER from HMS Seahawk rescued five people who had been drifting in a life raft off the coast of Britain for a week.

The four men and one woman had been sailing from Kenmare Bay in the Republic of Ireland to Cherbourg in France via the Scillies when their ketch, Inis Mil, got into difficulties, around two-thirds of the way to the islands.

The crew are reported to have eventually climbed into a 6ft by 4ft life raft and set fire to the foundering yacht to attract attention, but the plan failed and the five drifted for days to the west of Cornwall, covering some 90 miles.

Contact had been lost with the yacht, and sweeps of the sea failed to spot the crew or the ketch, a converted fishing boat, which is believed to have sunk.

Eventually one of the stricken sailors saw what appeared to be wind generators on a coast, and the group used their last working mobile phone to alert the Coastguard, describing the coastline.

The Falmouth Coastguard worked out that it was probably in an area between Padstow and Newquay, and a Sea King from 771 Naval Air Squadron, based at RN air station at Culdrose, was despatched, along with the Padstow lifeboat, using the mobile phone signal as a guide.

The life raft was spotted around three miles off Trevose Head, and the five sailors were winched to safety by the Navy aircraft.

The yacht's skipper was detained in the Royal Cornwall Hospital at Truro overnight for observation, but the other four crew members were released, having been treated for exhaustion and dehydration.

They were said to be in very good shape considering the battering they had received by storms and high seas while in the life raft, and the fact that they had run out of drinking water.

Aircraft captain Lt Roger Brook said: "Naturally we were apprehensive about what we would find and were very concerned for the health of the crew, so it was an enormous relief when we located the life raft and saw people waving."

■ The August Bank Holiday weekend proved busy for the duty crews at Culdrose, with missions that included the airlifting of a cruise liner passenger with a broken leg, the rescue of a swimmer trapped on rocks at the bottom of a cliff near Padstow, a diver showing signs of the bends off Newquay, and two people cut off by a rising tide at the bottom of 60ft cliffs at Pentire Point.



● HMS Exeter's boarding party practise rapid roping drill from the ship's Lynx helicopter

## Exeter set for exercise

A MONTH alongside in Singapore has put Type 42 destroyer HMS Exeter in great shape for one of the most important stages of her global deployment.

The warship's stint at Sembawang Wharves allowed both ship and her company to unwind, with families and friends flying out to see their loved ones.

Naval Party 1600 carried out work required to rectify the problems and damage caused to the veteran destroyer

by a gruelling six-month series of exercises, transits and port visits to the Far East.

And as NP1600 went about their business, it allowed the sailors to enjoy ten days leave in various exotic locations.

Ahead of them lay Exercise Bersama Lima staged under the auspices of the Five Powers Defence Arrangement (FPDA).



● An Officer Cadet on Initial Sea Training (IST) with HMS Exeter transfers back to the destroyer from RFA tanker Grey Rover by light jackstay

Pictures: PO(PHOT) Colin Burden

## Kent is destined for Glory

TYPE 23 frigate HMS Kent has sailed for a three-month deployment with NATO's Standing Naval Force Mediterranean (SNFM).

The warship joined five others which are on the lookout for illegal maritime activities which could be supporting terrorist activities.

Kent will also take part in Exercise Destined Glory, testing the capabilities of a NATO amphibious reaction force.

Several goodwill port visits are planned, including Cagliari in Sardinia, Akkuz in Turkey, Souda Bay in Crete, and Malta.

The Commanding Officer of HMS Kent, Cdr Jim Nisbet, said his ship's company of 174 were keen to get on with the task.

"There will obviously be some sad hearts in the ship as we leave loved ones behind, but with the aid of modern communications fitted to the ship, families should be able to keep in touch better than ever before," he said.

"I am privileged to command such a fine ship and I am sure that when we are away my ship's company will make their families proud."

Kent is due to return to Portsmouth in December.

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# Farewell to Falklands

## Frigate sails for Gulf deployment

ISLANDERS turned out in force to bid a final farewell to HMS Leeds Castle, the Falkland Islands Patrol Ship.

The Castle-class ship was leaving Port Stanley on a final patrol to South Georgia before she starts the 8,500-mile passage to Portsmouth.

Leeds Castle has been a frequent visitor to Stanley as she made her way to and fro between outlying settlements and islands.

And the rapport that has built up with the Islanders was demonstrated when the capital came to a virtual standstill as schools, offices and Government House closed, allowing people to gather along Victory Green to wave the ship off.

As she sailed, the bells of Stanley Cathedral rang, the Defence Force fired a salute, and a Government Air Service Islander conducted a flypast.

Leeds Castle's Commanding Officer, Lt Cdr Iain Lower, said: "This is a remarkable turnout and just shows the depth of feeling that has developed between the ship and the Falkland Islander, not just over the last four years, but ever since the ship first operated in these waters in 1982."



● The ship's company of HMS Leeds Castle bid farewell to Port Stanley as the patrol ship leaves the islands for the last time, heading first to South Georgia then back to Portsmouth

TYPE 22 frigate HMS Campbeltown has left her home base of Devonport for a spell in the Middle East.

The frigate is scheduled to be away from the UK for around 15 weeks as part of the Royal Navy's presence in the Gulf region.

Campbeltown will operate with other RN and allied navy vessels, and as part of her patrol duties will carry out maritime surveillance and boarding operations in support of an ongoing international security presence, preventing smuggling from Iraq and clamping down on terrorism.

Campbeltown relieves her sister frigate HMS Cumberland, which returns to Devonport this month (see page 9).

The Commanding Officer of the Gulf-bound warship, Cdr Bruce Williams, said: "HMS Campbeltown is one of the most powerful warships in the Royal Navy."

"She is a tangible demonstration of the UK's commitments as a worldwide force for good and to the fight against global terrorism."



● Anyone with an enquiry regarding the veterans lapel badge, as reported in September's edition should contact Mr Richard Godfrey, Veterans Badges Manager, Ministry of Defence, Ground Floor, St George's Court, 2-12 Bloomsbury Way, London WC1A 2SH. The first tranche of the badge, designed to help reinforce veterans' identity, will be made available to World War II veterans who will be attending major 60th anniversary commemorations leading up to VE and VJ Days, and will also be available to World War I veterans.



● Respect for the boss: Coulport Superintendent Tom Ward is helped out by colleague Jim Eleny after being pelted by sponges

## Families flock in

TWO Scottish Naval establishments opened up to allow families to see what goes on behind the fences.

The RN Armaments Depot at Coulport welcomed 600 guests, raising £2,000 for the Children's Hospice Association Scotland – only the second such event.

Guests enjoyed tours of the 1,000-acre site, displays by Defence police and firefighters, Royal Marines and Royal Navy divers.

Over at HMS Gannet, a selection of small animals, snakes, spiders and

birds from the Mini Zoo in Glasgow proved a popular draw for families of the Search and Rescue Flight team.

Two Sea King aircraft undertook 17 ten-minute familiarisation flights, carrying more than 100 adults and children.

Among the other attractions were an air display, a Scimitar Reconnaissance Vehicle and a Prestwick Airport fire tender, while Commanding Officer Lt Cdr Mark Deller drew a raffle during a break in the barbecue.



● Second Sea Lord Vice Admiral Sir James Burnell-Nugent chats to leading hands Becky Nellist (left) and Ally Hathrill

## You need (leading) hands

THE importance of leading hands in the Senior Service comes under the spotlight in coming months as the Second Sea Lord looks to enhance their standing.

Vice-Admiral Sir James Burnell-Nugent wants to be buttonholed by leading hands during his tours of RN/RM establishments and units to hear their views about how killicks are perceived in the RN by officers and ratings, and how the rank can be better understood by all.

The Second Sea Lord (2SL) believes leading hands should "achieve the recognition and status they deserve" – particularly as the promotion is the first major step towards becoming senior ratings.

Among the issues the Admiral and his team in Victory Building are looking to address are:

■ Encouraging able seamen to go for promotion

■ Stressing to senior rates and officers the importance of leading hands

■ Making sure the role and responsibilities of leading hands are understood by all

■ Improving the coaching and support for leading hands to better perform their duties

2SL has already held chats with killicks and is encouraging others who have not had the chance to air their opinions to speak to EWOs to learn when the admiral will be near their unit or establishment.

Comments and suggestions on the leading hand's role should be sent to the admiral's Command Warrant Officer, WO Eddie Seaborne, on the Navy Star e-mail system; the address is 2SL-2SLCNH-CWO.

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Prices and details correct at the time of going to press.



# By sea, by land, thousands drawn to Navy Days

THEY CAME from across the country and from foreign lands, they came by car, by rail, by bus, by ferry – all for the unique chance to see the Navy in action at Navy Days.

Over 50,000 people poured into Devonport Naval Base in the south-west to see this year's show at the end of August.

Not just British ships but foreign navies threw open their doors to eager visitors who wanted the rare opportunity to find out about life within the Naval services. Before midday on day one over 2,000 people had ventured on board Naval frigate HMS Norfolk.

Real-life challenges from the taking of Iraqi port Umm Qasr had been fed into the dramatic river display, a centrepiece that featured a full range of Naval talents.

A Search and Rescue Sea King pulled a man from the cold river waters, and Royal Marines on raiding craft launched from HMS Albion to fight off terrorist attackers.

Led by mine countermeasures ship HMS Bangor, HMS Montrose made stately progress down the Hamoaze to fire her guns in support of the Marines in fake battle.



● (Right) Visitors crowd on to HMS Ocean's flight deck to watch the river display and explore inside a Sea King

● (Left) A Royal Marine, watched by an enthralled crowd, rushes into action during the central display at Navy Days

Pictures: PO(Phot) Tam McDonald, LA(Phot) Dan Hooper and Jim Fenwick, and HMS Drake Photographic Section



Overhead the Navy's Black Hawks display team played cat and mouse with pursuing Sea Harriers.

Helicopter blades cast dark stains upon the river's waters as Lynx, Gazelle and Sea Kings hovered over the action.

Capt Tony Johnstone-Burt, commanding officer of HMS Ocean – the largest ship at Navy Days and the focus of much popular attention – said: "This is a fantastic opportunity to show the British public what amphibious warfare

and expeditionary warfare is all about.

"I'm thrilled to bits, and the ship's company are pleased to show their ship off. We see ourselves as the spearhead of the future Navy.

"It's really important that we do this. For too long we have been in the shadows.

"Notwithstanding that we have played a central role in recent events, this is a time where our very best assets are our people – our sailors and Royal Marines. There's nothing like the experience of meeting a sailor face to face."

Capt Johnstone-Burt said that he was delighted with the affiliation now established with Russian assault ship RFS Minsk, one of the many foreign ships that was attending Navy Days.

He added: "This is the first time that HMS Ocean has taken part in Navy Days because she has been so busy operationally over the last four years.

"She has taken part in every form of operation from humanitarian missions in Honduras to full war in Iraq."

Crowded landing craft carried people out to visit HMS Albion, and barely a child escaped from the assault ship without being daubed in Royal Marines camouflage paint.

Efforts were made to make sure that Navy Days was as inclusive as possible, with Type 23 frigate HMS Portland specially kitted out to be accessible to disabled visitors.

As big a draw as ever, the chance to see inside the UK's submarine fleet drew long queues for limited tickets, with two Trafalgar class submarines open, as well as retired Courageous in the South Yard.

Appearing for the first time at Navy Days, rescue submersible LR5 pulled in inquiring visitors who remembered its role in the attempted rescue of Russian submarine Kursk.

Organisers had focused on making the whole event a success for all their visitors from start to finish, and an integrated network of transport links had been established to bring event-goers to Navy Days by train, bus, ferry and car in as smooth a process as possible.



● A Rescue helicopter winches above an RNLI lifeboat



● Arriving in style (above) visitors to HMS Albion were carried out in landing craft before being welcomed on board the assault ship



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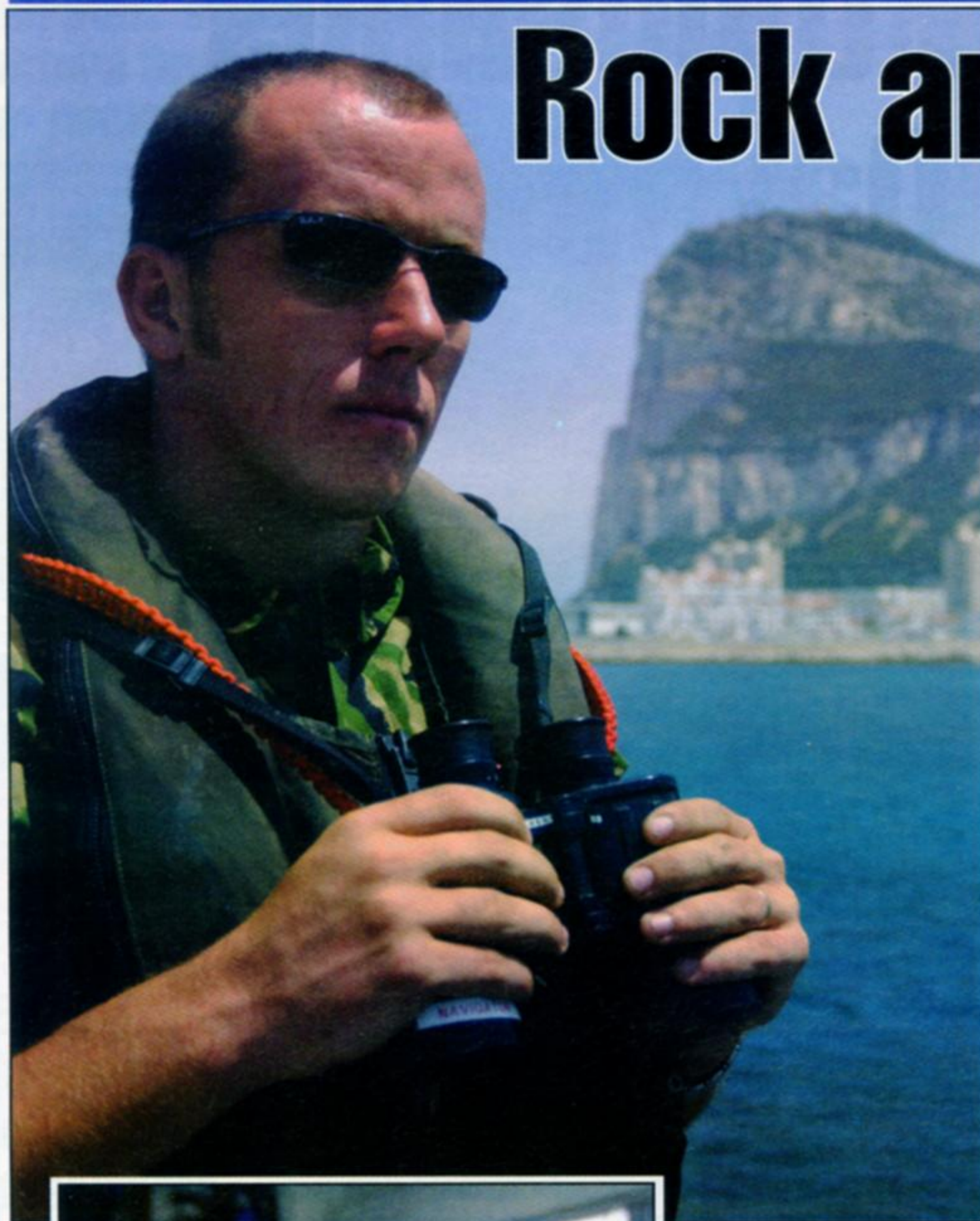
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As the Navy bolsters its defences in Gibraltar, RICHARD HARGREAVES visits the sailors who are on the

# Rock around the clock



**A**S you tuck into your turkey with all the trimmings watching the Queen's speech this Christmas, spare a thought for the families of Lt Andy Canale and his crew.

Many people run a mile at the suggestion of working on December 25. Not this junior officer. He wants the world to know he's out there.

As Commanding Officer of HMS Scimitar it is his duty to ensure no harm comes to RN vessels in and about Gibraltar waters – a task which places Lt Canale and his comrades in the Gibraltar Patrol Boat Squadron in the front line, especially in a post-September 11 world.

The Rock is much more than a British foothold on the Mediterranean, an important staging post for military operations 1,000 miles from the mother country.

Gibraltar is the fourth busiest port in the Med, a haven for seafarers seeking cheap fuel and wares.

It is also, in the eyes of the squadron's Commanding Officer, Lt Cdr Mike McGuire, the best protected.

The squadron, aided by defence and civilian police, patrols the waters of the colony almost every hour of every day of every month.

The RN's added emphasis on force protection in a world threatened by terrorists has seen firepower in the squadron bolstered.

Gone are the trusty P2000 patrol boats, HMS Ranger and Trumpeter, replaced by former Northern Ireland security vessels Grey Wolf and Grey Fox, now HM Ships Sabre and Scimitar.

Even these bare little resemblance to the boats which prowled the lochs and waterways of Northern Ireland; Kevlar armour has been added, crew man general purpose machine-guns and the CO pushes the throttle down if necessary to hurtle around Gibraltar's constrained 20 square miles of territorial waters.



The geography of the colony means the boats of the squadron – three RIBs provide extra cover – can reach anywhere inside the limits within 15 minutes.

Unfortunately, any terrorists wishing to attack the port can dash across the Straits of Gibraltar from north Africa, where terrorist cells have been known to operate, in about the same time.

It is not surprising then that Defence Secretary Geoff Hoon – he was given the wheel of one of the boats – and the First Sea Lord Admiral Sir Alan West, who visited the squadron during the colony's tercentenary celebrations, place great emphasis on force protection and the importance of defending Gibraltar by sea.

It's a mission the admiral wishes the public better appreciated.

"There is underlying intelligence which shows that there is a threat out here. There is a threat in Gibraltar and we have focused on it. Our work here is aimed at countering those threats to our assets," he explained.

"People do not understand the scale of movements by sea and they are not aware of the protection which is afforded at sea. People forget the role the sea plays in the world's economy."

To date the threat in the straits has remained just that: a threat. Lt Cdr McGuire believes that is down to the deterrent presented by his squadron. He stressed:

"This is one of the best protected harbours in the world – and that is because of the amount of effort we put in in such a small area."

"This is a very busy port. There are 20 or so movements most days. People see us on the water. They know we are here. We will be out there six or seven times a day and that sends out a strong message."

Lt Canale added: "The best thing we could do would be to go out there on Christmas Day and make sure that people see us. That will make them think: 'These guys are on the water today – that's how well-protected Gibraltar is.'"

The squadron is small – just 31 personnel, including a team of eight clearance divers, plus Murphy the dog, inherited from the RAF.

He joins Lt Cdr McGuire on patrols and jumps in the harbour to cool off (then turns green as sailors try to clean his coat with shampoo, which reacts with the salt water!).

The small team means a close-knit community, but also a hectic pace of life, not helped by sailing weather almost every day of the year.

On only half a dozen occasions in 2004 has the squadron been unable to put to sea. Is the colony at risk when the boats are harbour-bound? Mike McGuire doesn't believe so.

"In the weather that we cannot go out in, the terrorists are not going to move either in a fast patrol boat," he pointed out.

With such a small patch of water to keep an eye on – the squadron's duty is not to guard the Straits of Gibraltar merely to safeguard the colony's waters for RN and RFA vessels – you might think a draft out here would become a little repetitive.

"I was convinced I'd go stir crazy coming out here," Mike McGuire confessed. "Not a bit of it. Every day brings something different."

"It's a hard job. It's tiring – you have to remain focused all the time. But for me, it's the best job in the Navy."

● Christmas presence: (Above) Scimitar's crew keep watch on the Rock 365 days a year – December 25 will be no exception

● Throttling the terrorists: (Left) crew can squeeze 30kts out of the patrol boats if necessary

Pictures: LA(Phot) Luis Holden, Fleet Photographic Unit



● Always a wake... HMS Scimitar on patrol with a RIB inside Gibraltar Harbour

## Swords around a throne

THE punch – or rather the blade – of the squadron comes in the shape of HMS Scimitar and Sabre.

The duo, built in 1993 for duties in Northern Ireland, arrived in Gibraltar in 2002 when the political situation around the lochs became less tense.

Scimitar and Sabre operate with a complement of five, including a member of the locally-raised Gibraltar Regiment who serves as a gunner.

Normally, the 16-metre (55ft) boats cruise around territorial waters at 17kts; flat out they can reach 30kts, powered by two Man 2480 LXE diesel engines.

The boats take up the tradition of their forebears, also patrol boats in the 1970s and 80s, and notably two S class destroyers built for service in World War I, but which were far busier in the second global conflict a generation later. Both flew the White Ensign from 1918 to 1947.



The patrol boats are assisted by Rigid Inflatable Boats, or RIBs, which can travel at almost twice the speed of Scimitar and Sabre, and which are also fitted for machine-guns.

The Gibraltar Squadron itself – now renamed the Gibraltar Patrol Boat Squadron – was formed in 1985 when the RAF disbanded its maritime unit on the Rock.

The RN acquired two former RAF vessels Sunderland and Stirling, renamed HMS Cormorant and Hart which were used until P2000s HMS Ranger and Trumpeter arrived on the scene in 1991.

The P2000s – used in UK waters as training boats for University Royal Naval Units – patrolled admirably for the next decade.

But the changed security situation in the wake of September 11 meant the boats were not nimble enough for present-day tasks, so they were returned to Blighty and replaced.

● Ensign of the times: (Right) Scimitar and Sabre are among the smallest vessels in the RN to hoist its battle flag



● Murphy's lore: (Left) No patrol would be complete without the squadron's mascot, Murphy ('acquired' from the RAF).





● AEMs Steve Walker and Paul Stocks work in green alongside their RAF counterparts

# Any colour you like, so long as it's blue...

**T**HE HARRIER, flown by Lt Cdr Kev Seymour, comes to land on the deck alongside the ski ramp. Lt Iain Ritchie in the meteorology office monitors the weather. In the hangar, AEMs Steve Walker and Paul Stocks carry out jet engine maintenance.

No ship this. Not even a 'stone frigate'.

Dark blue knocks shoulders with light blue at the home of the Joint Force Harrier, RAF Wittering and sister base Cottesmore, up in the rolling hills around Stamford.

But don't get the idea of an enclave of dark blue surrounded on every side by the oppressive weight of a take-over Force. Here, 'joint' is taken to heart. Royal Navy and Royal Air Force work, live and play side by side. And while colours mingle, neither fades nor darkens.

The white shirts and dark suits of the RN started to arrive at the RAF's bases in Cambridgeshire and Rutland in 2002, in preparation for the planned move of the three Naval Air Squadrons and their aircraft.

However around the same time the decision was taken that the Sea Harrier FA2 fleet was to retire early, and all RN and RAF Harrier pilots and engineers were to unite in an upgraded all-Harrier-GR9 force by 2007.

For the Navy it is not only a new home, but a new aircraft – the ground-attack Harrier in place of the fighter Sea Harrier.

Lt Cdr Kev Seymour heads up the Naval contingent at the

RAF Wittering's station commander, Group Captain Mike Jenkins reinforced this point: "The difficulty is making sure people don't view this as something new and out of the blue. It's nothing really new."

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## NEW HOME FOR NAVAL HARRIER FORCE



● (Above) Lt Cdr Kev Seymour intent on checks in the Harrier cockpit



● (Left) Cpl Rob Sterland and LAEA Paul Power at 20 Squadron Hangar

Photographs: Cpl Hayley Ward RAF



● CPO Nick Wyld, who heads up RAF Wittering Firestation

"The Air Force and Navy have been operating together throughout their history. I flew with the Navy during the Falklands Campaign. It's just been dressed up in a new package – only a turning of the wheel."

Generally there are some 16 pilots under training at Wittering, split into groups of four. At the moment the ratio stands one RN to three RAF but by March next year these numbers are expected to equalise.

Group Captain Jenkins stressed: "It takes three years to ensure that the right personnel are at the right levels to achieve true Naval squadrons. We can't allow RN air squadrons to be predominantly manned in key roles by Air Force personnel."

**"It is essential to maintain the Fleet Air Arm ethos that these are predominantly Naval squadrons."**

Kev Seymour sees the convergence of the two Services as a positive change: "It's brought a lot of new people into fast jet – fresh thoughts and fresh faces. Most of the guys in 800 Squadron knew that they were coming up here, in fact they wanted to come up here."

"Yes, it's a joint force, but we are still in the Navy just working in a joint environment. It's in

transition at the moment. By 2006 once the two Naval squadrons are up the road at Cottesmore it should be no different to Yeovilton. Working with the RAF is not new for us, this is more a final convergence."

There are some differences between the methods of the two services, as Kev Seymour explained: "The Royal Navy traditionally do not train their engineers on the front line. When a squadron deploys at sea, they need a fully-manned deployable unit. The RAF are used to completing some of their training at the squadrons."

"The 'Schoolhouse' concept has been brought in, where the Air Force looks at the Navy and adopts some of our policies so training down here is coming some way towards the Naval system."

"We're coming together as we learn to work with each other. So we're also looking at our guys. We're giving our trainees more responsibility earlier so that they become equivalent to their RAF colleagues."

CPO Phillip Spencer, one of the senior rates leading the technical work at RAF Wittering, said: "The biggest problem is that we have two distinctly different Services who do things differently. I came up here 15 months ago to start to cross these bridges."

PO Nicky Howse added: "The trade structures are very different between us and the R A F."

Bridging that was very difficult when we first got up here."

RAF counterparts have traditionally been focused on a single-trade and are usually older, whereas the Navy's rates have a broader skill base. However both Services are looking at their aircraft trades and reducing differences between the two.

Phillip Spencer added: "This is one of the best examples of a joint service environment."

Nicky Howse continued: "It works well here. It's accepted that we have a lot we can learn from the RAF, and they have a lot to learn from us."

"Things are always difficult in the transition stage – but it's all right up here now, so things can only get better."

**AEMs Steve Walker and Paul Stocks work in the Harrier Propulsion hangar carrying out scheduled servicing and maintenance, the only two Navy workers but dressed in RAF green overalls. Steve pointed at his Royal Navy shoulder flash: "I've still got these. They know we're Navy."**

Paul added: "But we feel part of the team, all in matching gear. We don't stand out."

Steve said: "In our blue overalls there's still a barrier between us and them." The two add that on board ship their Air Force equivalents wear the dark blue rig of the RN.

Paul said: "They've had to do it for years now. We should be seen to take an active role in the changes too."

The two see no problems with the move of the Harrier squadrons up to the midlands RAF bases. For the pair with homes in Manchester and Lancashire, the move only brings advantage – a better location, good amenities and new challenges.

The officers remain aware that

there is more to be honed than just Harrier skills. Lt Cdr Kev Seymour said: "The big thing we had to get right is the divisional system here. The people here should get what they need with all the facilities, all the administration they require."

The first steps have been taken with a Waterfront Manning Office set up in its own block at RAF Wittering. It currently cares for about 160 personnel split between the two sites, but this will rise to some 500 once the move is completed in 2007.

At Joint Force Harrier the Navy and RAF will work side by side, a truly joint unit with aviation staff split between the Services 50:50. Once the squadrons move up to their new home at Cottesmore, 800 and 801 NAS will retain a majority of Naval personnel, while their RAF counterparts in 1 and 4 Squadrons maintain a predominant but not exclusive pale blue character. An equal balance will reign at the Operational Conversion Unit at RAF Wittering.

Naval identity will not fade away in this new joint force. At Wittering CPO Nick Wyld, the Station Fire Officer, sits beneath a shirt given to him by his RAF-RN firefighting squad. Carefully stitched together the shirt, half Naval white, half RAF blue, hangs on the wall, a joke but also a symbol of what joint means.

He sees the addition of another air base a useful tool in the RN's firefighting kit, giving Naval airmen vital experience for their firefighting function.

But certain divisions will always remain between the two Services. Nick Wyld sits and proudly strokes his Naval sideburns, an adornment that regulations forbid a RAF serviceman.

Well, it's not like we'd want one of their handlebar moustaches, is it...?

■ More on the front line Harrier squadrons next year

● Lt Cdr Seymour checks his Harrier



## Runaway coach is halted by non-driver

A ROUTINE journey into work for personnel at HM Naval Base Clyde almost turned to tragedy when the driver of their coach passed out at the wheel.

The coach was heading downhill on the A814 towards the roundabout at the North Gate of the base when it started to drift out of control.

Realising the driver had collapsed, S/Lt Scott MacAulay, from HMS Vengeance, grabbed the wheel.

He was unable to reach the brakes because of the unconscious driver, so Scott sounded the horn to alert gate guards and other road users whilst shouting for help in braking.

In stepped – or rather crawled – Lt Brian Grant, the Facilities Manager at the Astute Training Facility, who used his hands to press the brake pedal as Scott steered the coach round the roundabout until the vehicle halted.

Whilst this drama was unfolding, LWTR Sean Gove, who works in the Cash Office at HMS Neptune and is First Aid trained, and POWEA Andrew Johnston, from the Trident Training Facility, took care of the driver.

The incident was all the more remarkable as S/Lt MacAulay is a non-driver.

Once the coach was stationary, and with the assistance of the Ministry of Defence Police personnel who were on duty at the Gate, they got the driver safely out of the coach and Sean remained with him until an ambulance arrived to take him to hospital.

Mary Kelso, the Transport Manager at Faslane, said she was thankful that the driver and passengers were all safe, adding that all involved in the drama were real heroes and she, and the driver, wanted to pass on their thanks to them all.

# Maritime HQ stands empty

THE GATES have closed for the final time at the former Maritime Headquarters (MHQ) at Mount Wise in Plymouth.

With the departure of the last occupants of the Communications Centre, who moved into a newly-refurbished building in the Naval Base, the historic site now lies empty.

Work began on the MHQ at the start of World War II, with the intention of providing a protected HQ for the Commander-in-Chief Plymouth during hostilities.

The plan included additional accommodation and office space, and a series of tunnels, which still exists today.

A plaque at the foreshore entrance

to Blagdon's Boat Yard lists the three companies of the Royal Engineers and two companies of the Pioneer Corps that carried out the work.

MHQ has not been used as a command headquarters since 1952 – although part of the original maps are still there in the main Ops Room – and since then a series of MOD tenants has come and gone, including the RAF Rescue Co-ordination Cell and HMS Vivid, the RNR staff.

In May 2003 the Devonport Communications Centre temporarily moved in while their building was refurbished, but with the departure of the Commcen MHQ is now empty.

It marks the latest stage in the vacation of the Mount Wise site, which will be handed over to Defence Estates for disposal.

Defence Estates have instructed King Sturge of Exeter to market the property for sale by formal tender, and it is anticipated that marketing of the site will start shortly, with tenders to be returned in the first quarter of 2005 and completion to follow in the summer.



● St John's School cadets in the Windward Islands

## Cadets sail the Caribbean

SEVEN cadets and two officers from the RN section of St John's School Leatherhead Combined Cadet Force (CCF) undertook an expedition in the Windward Islands during their summer holidays.

They sailed 400 miles from Martinique to Grenada and back, with offshore legs varying from hot and sultry to wet and windy, according to Commanding Officer Lt Cdr Matthew Lawson RNR.

They visited five nations, making the most of the good tradewinds to make exhilarating passages between idyllic anchorages.

The Combined Cadet Force, the school-based national youth organisation sponsored by the Ministry of Defence, has been presented with a new Banner – their version of Service Colours – by Vice Admiral Sir Fabian Malbon on behalf of the Queen at a ceremony at Sandhurst.



● Julie Reynolds with Cdr Steve Bateman (RN Liaison Officer Gulf), right, and Cdr Adrian Cassar, Commanding Officer of HMS Grafton

## Navy in Gulf says thanks to Julie

WARSHIP and auxiliary movements in the Gulf region have been pretty hectic in the past four years – and one woman who played a vital role in looking after the ships has been sent off in style.

Julie Reynolds has been Personal Secretary to the RN Liaison Officer (RNLO) Gulf, Cdr Steve Bateman, for four years, and is shortly to join her husband Chris, who works in the oil industry and has been commuting monthly from Dubai to Africa.

Julie went on board Type 23

frigate HMS Grafton for what she thought was a routine visit before the ship returned to the UK – and found herself at the centre of things.

The frigate's Commanding Officer, Cdr Adrian Cassar, presented Julie with a Commander-in-Chief Fleet's Commendation, and she was joined by colleagues and friends on the bridge for drinks.

Julie was then Guest of Honour at a lunch hosted by Cdr Cassar.

The commendation spoke of Julie's "four years of dedicated and highly-valued service to the Royal Navy, Royal Fleet Auxiliary, and a full range of other Armed Forces visitors and MOD Civil Servants."

Throughout the upheavals caused by the tail end of Exercise Saif Sareea 2, as the Royal Marines switched from Oman to operations in Afghanistan, and the build-up to Operation Telic in Iraq, "with exceptional organisational abilities, foresight and considerable tact, Mrs Reynolds has served Gulf-deployed British Forces to the highest standards of the Service," continued the citation.

Cdr Bateman added: "Julie will be sorely missed, not only by everyone here at the British Embassy, but by all of those RN and RFA ships and Forces personnel who have visited the United Arab Emirates and have benefited from her assistance."

Julie said: "I am completely overwhelmed by this wonderful gesture and absolutely delighted to be recognised for a job that I have enjoyed so much."

## Russians train at RN facility

SAILORS from the Russian landing ship Minsk took advantage of their visit to Plymouth to train at the DISTEX (Disaster Exercise Site) at Bull Point, where they searched a three-storey unit which simulates the after-effects of an earthquake.

The darkened unit has 'casualties' trapped under rubble and the sounds of babies crying and walls creaking to add to the realism of the exercise, carried out under the banner of Flag Officer Sea Training (FOST)



● Type 50 diesel Repulse in fine shape for the Peak Rail Diesel Weekend at Rowley

Picture: Neil Favell

## Repulse back on track

A PRESERVED diesel locomotive bearing an historic name from the annals of the Royal Navy took pride of place at an open weekend.

Class 50 diesel 50030 – known to its supporters as Repulse – has been cosmetically repaired, painted in large logo British Rail Blue livery and was one of the engines on display at the Peak Rail Diesel Weekend, complete with twinning nameplates and plaques forming a link with HMS Repulse.

But there is still plenty of hard work to be done before Repulse and her sister Renown are back in full working order.

Repulse was built in 1967-8 at the English Electric Vulcan Foundry, one of 50 designed to power West

Coast traffic north of Crewe.

When that section of track was electrified, the engines moved to the Western Region, and were based at Laira in Plymouth until their withdrawal in the 1980s.

Repulse and Renown were rescued from scrap after a ten-year campaign by Robert Hurst, who planned to use them as the subject of engineering training, but when ill-health forced him to close the project, the engines fell into a legal limbo until enthusiasts took on the responsibility for renovating them.

For more details, see the website [www.preserved-diesels.co.uk](http://www.preserved-diesels.co.uk), which has news, photos, and links to the Renown and Repulse Restoration Group and the Peak Rail websites.

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**HMS Prince of Wales 1941, HMS Anson 1945, HMS Howe 1944**

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## At Your Service



### Reunions

#### October 2004

**HMS St Brides Bay:** Reunion on October 1 to 3rd at Willow Bank Hotel, Manchester. Details from Nick Hoskinson on 023 9248 4028 or email: [nicosky@btinternet.com](mailto:nicosky@btinternet.com)

**HMS Tireless, Rugby & District Sea Cadet Unit:** are holding a 30th Anniversary reunion on October 8 at the Indian Community Centre in Rugby. Any ex members are asked to contact CPO (SCC) Alf Snowden at the Unit or telephone 01788 547096 or 07960 952924 on Monday or Wednesday evenings.

**HMS Illustrious Association:** Reunion Llandudno from October 22 to 25. Details from Colin Pickford, tel: 01298 814472, or email: [cpickford@onetel.net](mailto:cpickford@onetel.net)

**Anti Submarine Warfare Association:** Reunion on October 23 at HMS Drake WO & SR Mess. Contact Bob Burton [webmaster@aswl.co.uk](mailto:webmaster@aswl.co.uk)

**Exeter Cathedral:** Trafalgar Day service at Exeter Cathedral on October 24 at 11.30. Address by the Right Reverend Thomas Burns, the Roman Catholic Bishop to the Forces. Band of HM Royal Marines will play during the service. Further details from Lt Cdr Gerald Newton on 01392 860591.

**Weapon Mechanics Association:** Reunion: Weekend/dinner October 29-31 at the Bear Hotel, Havant. Contact Dave Crees, tel: 023 9247 5100.

**HMS Blake, Stokers 1974-77:** Reunion to take place at the Old Brickworks Travel Inn, Leeds on October 30. This is the first of hopefully many reunions for the Association. Contact Jeff Sabiston on 0191 251 4725 or email: [jeffsabiston@blueyonder.co.uk](mailto:jeffsabiston@blueyonder.co.uk)

#### November 2004

**Stonehaven Sea Cadet Unit:** celebrates its 50th anniversary this year and all former committee, staff & cadets are invited to attend a special celebration of TS Carron on November 6 in Stonehaven Town Hall starting at 19.30. Tickets £12 including buffet & disco. Interested? Then book your place by contacting: Debra Henry (nee Lawson) 01569 763502 or email: [ts carron@yahoo.co.uk](mailto:ts carron@yahoo.co.uk)

**HMS Courageous Society:** Reunion November 11-13 at the Trecarn Hotel, Torquay. Full package at superb price. Contact Chas Cooke, St Mary's Cottage, High St, Ripley, Surrey, GU23 6AE or email: [chascooke1957@btinternet.com](mailto:chascooke1957@btinternet.com) or visit the website: <http://www.hmscourageous.com>

**HMS Eskimo, 1966/68 Commission:** Fourth reunion takes place at King Charles Hotel, Gillingham on 12-14 November. All welcome, over 100 in contact to date. Details from Keith (Lucy) Lockett on 01404 823143 or email: [Lockcontrol@aol.com](mailto:Lockcontrol@aol.com)

**Royal Naval Amateur Fencing Association Dinner:** Fencers past and present are invited to the Old Naval Academy, Portsmouth, on November 20.

### Over to You

**HMS Cairo 1934:** A friend has been left a small cup engraved HMS Cairo 1934 with the name Arbuthnot. It is only inches high and he would like to know for what it was awarded. Contact Mr E. March, tel: 01279 653684.

**Operation Archery, Norway 1941:** BBC Scotland would like to hear from anyone on the Naval vessels involved with this raid. The ships involved were: HMS Kenya, Onslow, Oriol, Otta, Chiddingfold, Prince Leopold, Prince Charles and Tuna. Contact Holly Booth on 01224 384819 or email: [holly.booth@bbc.co.uk](mailto:holly.booth@bbc.co.uk)

**HMS Carysfort, 1956-58 Commission:** If Pete "Scurs" Whellans wants a copy of the News Chronicle re J/S Peter Seed, lost overboard during exercise, and the report of "Sale of Kit" plus copy of the map of the cruise, please contact D. Lloyd on 01323 508438.

**HMS Avonvale (L06):** D. "Taff" Seer was onboard during D-day but his memory is starting to fade. He asks if it was Sword beach they were on and were they alongside Renown and Belfast? Any information would be appreciated. Contact Taff at 60 Lawrence Hill Ave, Newport, Gwent, NP19 9BQ.

**HMS Salamander:** Seeking any information regarding the ship's company of HMS Salamander, especially Clarence H. Turner - contact his daughter Mrs Landymore, tel: 01472 697524.

**Charles Edward Burdon:** Seeking

#### At your Service entries

- Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth. P01 3HH or email: [edit@navynews.co.uk](mailto:edit@navynews.co.uk). If you are sending your notice in via email, please include your full address and telephone number.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
- Please send in Reunions at least three months (preferably four) before the month of the event.
- There may be a delay before items appear, due to the volume of requests.
- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
- The Editor reserves the right to edit or refuse publication of submitted notices.
- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

Reception 19.30, dinner to commence at 20.00. For further information contact Lt Sacha Brooks RNR, tel: 07980 313363 or email: [alldurston@yahoo.co.uk](mailto:alldurston@yahoo.co.uk)

**Centurion Drafting Staff Officers:** commemorative mess dinner on November 25 at HMS Sultan wardroom to which all officers who have served as CND drafting, promotions and support staff are warmly invited. Contact Cdr Robin Wain on 023 9270 2125 or Lt Chris Jennings on 023 9270 2643.

#### December 2004

**HMS Protector Association:** Mini Christmas reunion Spice Ship Inn, Preston, Weymouth on December 4 from 18.00. Contact P. Latham on 0161 724 5258 or email: [wiggys@bluewin.org](mailto:wiggys@bluewin.org)

#### March 2005

**HMS Undine & Urchin (in company of Ursa, Ulster, Ulysses, Urania and Undaunted):** reunion will take place at the Esplanade Hotel, Clacton on Sea from March 18 to 21. Details from Chris Heslop, tel: 01229 826227 or email: [Chris.Heslop@tesco.net](mailto:Chris.Heslop@tesco.net)

#### April 2005

**Fleet Air Arm Association:** reunion at Royal Court Hotel, Coventry from April 1 to 3. For details contact Barry Simons on 01825 872539 or email: [bassimo@tesco.net](mailto:bassimo@tesco.net)

**HMS Danae 1967/70:** Reunion at the Chesterfield Hotel, Chesterfield on April 16 at 19.00. Contact Mac on 01924 364484 or email: [robert.mckee@virgin.net](mailto:robert.mckee@virgin.net)

**HMS Vengeance Association:** Reunion at Nottingham on April 22-23. More details from D. "Lew" Lewis on 01283 223034.

#### May 2005

**HMS Ceylon (1943-60) Association:** welcomes shipmates from all commissions. Next reunion at the County Hotel, Llandudno on May 6-9. Enquiries to Trevor Willerton, tel: 01329 314166 or email: [joanandtrevor@ntlworld.com](mailto:joanandtrevor@ntlworld.com)

**HMS Phoebe:** Ninth reunion at the Prince Regent Hotel, Weymouth, May 13-15. All rates welcome, details on <http://www.hmsphoebe.co.uk> or from Secretary, Roy Pavely, tel: 01235 211501 or email: [hmsphoebe@ntlworld.com](mailto:hmsphoebe@ntlworld.com)

#### July 2005

**D-Boats Association:** Reunion at HMS Nelson for all ex-Daring Class shipmates takes place on July 8-9. Anyone who served on board and is interested in the reunion should contact Ted Horner on 01329 220028 or Mike Smith on 01945 880582.

#### August 2005

**HMS Ceres (Wetherby) Supply and Secretariat Training Establishment 1946/58:** Fourth reunion at the Crown Hotel, Harrogate, August 19-21. Open to all personnel, including WRNS who were at Moorlands, or served prior to that date. Contact Richard Knight, tel: 01937 581404.

#### September 2005

**Verdala Royal Naval Primary School, Malta:** Former pupils and staff are holding their second-ever reunion from September 17-24, 2005, in Malta. Some places still available but numbers needed as soon as possible for securing flights and hotel. Details on the website at [www.verdala.com](http://www.verdala.com) or from the organiser Lin Holdsworth on 01489 790506.

Hayford Place, Cambusbarrow, Stirling, FK7 9JX or email: [ngsto@lineone.net](mailto:ngsto@lineone.net) or website <http://www.burwarkassoc.plus.com>

**HMS Ceres (Wetherby 1946-58):** Did you do your training for the supply branch or were ship's company at Ceres at that time - and are interested in meeting up with old friends and shipmates? Then contact Richard Knight, tel: 01937 581404 or email: [knight.ceres53@virgin.net](mailto:knight.ceres53@virgin.net)

**HMS Tyne 1943-5, HMS Manxman 1945:** (Nobby or Monty) Montague was an Officer Steward on board and would like to hear from old shipmates. He now lives in New Zealand but can be contacted through his sister, Mrs K. Appleyard, 26 Strathearn Ave, Whitton, Twickenham, TW2 6JX.

**HMS Eagle Survivors Association 1942:** Regrettably due to age and health limitations, the Association has now been officially wound up. Funds on hand have been forwarded to the Royal Star and Garter Home.

**HMS Scarborough:** Would like to contact anybody who served in HMS Scarborough 5th Frigate Squadron Jan-Dec 1962, especially the forward J/Seamans mess, with a view to holding a reunion. Contact Vince Cashmore on 01244 544205 or email: [vinc@casas@aol.com](mailto:vinc@casas@aol.com)

**"Ali" Barber:** where are you? You and Michael Kiff served together as Stoker Mechanics, many good runs ashore around 1952-3 in Weymouth - you married your date Mike believes, he moved on to boats, and is now living in Sydney, Australia. You'd be nudging 70 now as he is, but he never gives up hope of a reunion one day. Contact Michael Kiff, 8/1 Waterside Crescent, Carramar, NSW, Australia or email: [kiff@tpg.com.au](mailto:kiff@tpg.com.au)

**Ian Fowler and Derek Jordan:** are trying to find ex REA Mick Bright, Series 34, last known of in the Portsmouth area. Contact Ian Fowler, 4083 Cape Cole Blvd, Punta Gorda, FL 33955, USA or email: [igfowler@att.net](mailto:igfowler@att.net)

**HMS Colombo 1940-2:** Trying to contact F.J. Pratt. Your old shore going oppo Aden Mombasa Durban is unable to contact you at old address in Devon. Please get in touch. Contact Aden on 01782 613336.

**HMS Ark Royal and Eagle:** Dave "Scouse" Tollerton is looking for stokers from Ark Royal 1961-1966, also Eagle 1968-1970, including flight deck stokers, (badgers). Already in contact with some, Sam Meadowell, Trevor "Frankie" Howard, Dave "Jim" Reeves, Bernie Gardner, and others. Would like to arrange 40th anniversary get together in 2005/6. Contact Dave Tollerton, tel: 0151 933 4992 or email: [dave.tollerton@btinternet.com](mailto:dave.tollerton@btinternet.com)

**HMS Fisgard:** Seeking some old acquaintances, John Grantham "Granny" who joined HMS Fisgard in Sept 1957, series 31 and went on to be believed to the Fleet Air Arm and David Upward who was into boxing at Fisgard. Believed they were both originally from the Poole or Dorset area. Also would like to hear from Bob Sproston, Malcom Wellington, Bob Woodman from HMS Collingwood in 1959-1962. Please contact Dave Williams on 01305 777194 or email: [dlus@ic24.net](mailto:dlus@ic24.net)

**HMS Alert 1958-60:** Trying to contact, LS Reynolds, AB G. Dalton, any others from that time. In touch with five members - 7 mess, email: [david@long458.fsnet.co.uk](mailto:david@long458.fsnet.co.uk) or 01323 891389.

**HMS Albion 1964-66 Commission:** Searching for shipmates of George "Pony" Moore, MAA mess man. Contact Craig Moore, 12, Ravenscliffe Road, Calverley, Leeds, LS28 5RZ or email: [Craig@moore5296.fsnet.co.uk](mailto:Craig@moore5296.fsnet.co.uk)

**RNH Haslar 73-77:** Trying to trace any Naval Nurses or MAs who served with Carole Pye, especially on ward B3 (ENT). Contact NN Carole Pye (nee Palmer), 28 Glebelands, Cheriton Bishop, Exeter, EX6 6HZ or email: [carole-pye@lineone.net](mailto:carole-pye@lineone.net)

**HMS Glasgow:** Arthur Beards served in Glasgow from 1945-47 as an Asdic served also as one of four Ship's Buglers. He was also a member of the ship's concert party. His home is now in Australia having migrated in 1966. He would like to hear from anyone who remembers him. Contact Arthur Beards, 22 Galvin Street, Lawnton, 4501, Qld, Australia or email: [a.beards@uq.net.au](mailto:a.beards@uq.net.au)

# Fine blend of old and new in Victory Services Club

AFTER a total spend of almost one million pounds, the Victory Services Club in London has transformed itself into an elegant mix of old and new.

Brigadier Roy Lennox, the Club Secretary, said: "This refurbishment was essential, not just to bring the facilities and amenities up to date, but to invest in the future of the Club."

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For more information about the Club or to become a member, telephone 020 7616 8302 or visit the website at [www.vsc.co.uk](http://www.vsc.co.uk).

## Navy News on tape

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# Raleigh's new cycle for today's youth

WHEN Commodore David Pond talks about producing more rounded sailors, he's not banging on about Britain's worrying fast food culture.

Well, not entirely. But there's a strong element of healthier lifestyles in the new training regime the senior officer and his team have instituted at HMS Raleigh as the Royal Navy overhauls the way it turns civilian into sailors.

No longer do rookies practise drill incessantly, buff their shoes *ad infinitum*, endure dressing downs from instructors screaming: "You 'orrible lot."

That's the perception of basic training, a brutal switch from civvy street to military automaton, but as *Navy News* reported in July a quiet revolution is in the air at the Torpoint establishment.

Raleigh's Commanding Officer is determined to bring RN basic training into the 21st Century. He's in no doubt it needed it: basic training had changed little in 30 years. Unfortunately, the world had.

"Thirty years ago you could say: 'Do this and jump' and it worked. The way the Navy trained people was very similar to the way society in general worked," said Cdre Pond.

Until recently there were severe restrictions on mobile phone use, on leave, even on going to Raleigh's NAAFI.

Restrictions still apply to the rookies, but they are by no means as draconian.

"People come through the gates very excited. It's my job to show them

that this is the place to be, that the Royal Navy is the career for them," the commodore explained.

So what do today's basic entry trainees learn which their predecessors did not?

History, the ethos of the Senior Service, basic weaponry, discipline, seamanship, teambuilding are all part of the Raleigh 'experience', as they have always been.

"Trainees should be dressed smartly wearing the right kit, but we're not looking for all your kit lined up in the right order, all ironed to A4 standards," said Lt Cdr Mike Helliwell, who has helped devise the new regime.

"And why do sailors have to do their own laundry? They don't do it at sea."

Perhaps the biggest surprise is that in today's burger-and-chips and video game-obsessed world, there's more fitness, not less, for new recruits.

Not because they are unhealthy, rather because they want more sport in their lives.

It is one of Raleigh staff's biggest bugbears that people instantly dismiss the youth of today as lazy, unfit, demotivated, disinterested and disrespectful.

Such labels are not borne out by the young people passing through HMS Raleigh's gates.

"We asked previous trainees for feedback. They expected a Hamburger Hill, very physical course from the outset," explained Lt Cdr Helliwell.

"Because trainees are tested for fit-

ness before they get to Raleigh now, we can make the course more physical and squeeze more into training.

"We want to encourage a healthy lifestyle: fitness and exercise, good nutrition, but a lot of this is down to self-discipline."

There will be many old salts who will balk at the quiet revolution under way at Raleigh. *It wasn't like that in my day.* But then the world which provided the recruits wasn't either.

Cdre Pond says in no way has the RN 'gone soft' in adapting the training regime for the 21st Century.

"There are still times when we tell someone to jump and they have to. The Royal Navy remains a disciplined service. It has to be. And recruits need to know why," he added.

"Training needs to be exciting, it needs to be challenging, and it needs to be more in tune with the front line."

"This new training regime is more challenging, not less."

"It's more physical. And at the end of the day we are producing more rounded sailors."

The changes at Raleigh are working. A year ago of the 60 to 80 new recruits joining a course, one in four would drop out. Now it's down to one in ten.

The commodore believes there's a lesson for the rest of the Royal Navy from Raleigh's example.

"People think we're some sleepy hollow down here. We have our eyes on the front line. We provide first-class training for the front line."

## A bit of piazza and quiet...

THE changes at Raleigh are more than just in the regime. The base itself is about to undergo a fundamental overhaul.

Built in the 70s, the site resembles a sprawling hospital or old-style housing estate. As part of Raleigh 2012, much of it will be razed to the ground and rebuilt in the coming eight years.

Piazas, cyber cafes, campus-style single living accommodation, new messes, new galleys, new out-of-hours facilities will all be built, as well as new training facilities suited to a Royal Navy of 2012 with Type 45 destroyers, Astute-class submarines and super-carriers.



● The RN's formation baton twirling team had some way to go to perfect co-ordination... (Above) Sailors undergo non-lethal weapon training and (Top) no jokes about short planks, please... A smile during one of the many team-building exercises where the RN's team ethic is encouraged



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## Royal Naval Association

# Memorial recalls icy fate of HMS Kite's men

A SAD wartime incident was recalled with emotion at the unveiling in Braintree and Bocking public gardens of a memorial to the town's adopted warship, HMS Kite, and the 217 sailors who went down with her.

On August 21 1944 the Kite, with a ship's company of 226, was torpedoed by the German submarine U-344 while escorting a convoy bearing much-needed supplies to the Soviet Union.

The convoy was the first to leave after D-Day.

Sixteen of the sailors were plucked from the icy-cold sea by HMS Keppel, but seven of them died from wounds and exposure before Keppel docked.

Of the two survivors still alive today, 81-year-old Lionel Irish had the honour of unveiling the memorial to his dead comrades on the 60th anniversary of their deaths.

He was joined by wartime veterans, civic dignitaries, relatives of those lost, members of the HMS Kite Association, the RNA, the Royal British Legion and S/M Bill Norris, Cyril Banks and John 'Nobby' Clark, of the Russian Convoy Club.

Recalling the last fateful voyage of the Kite, Mr Irish said: "We got hit by two torpedoes, which cut the ship in two."

"I managed to get off by getting on to a bulkhead and diving in. The water was bloody cold."

"I told the man next to me it was no good - I couldn't hold on."

"Don't let go, he said - and the next minute he was gone. Those were his last words. How I came through I don't know."

Mr Irish said that as he drifted in and out of consciousness, he saw a vision of his wife Kathleen walking towards him in her wedding dress.

And he firmly believes it was Kathleen who saved his life - they had been married just 12 days when the Kite went down.

The horror of what he experienced in August 1944 continues to haunt Mr Irish, who says he can never forget the sight of his fellow shipmates struggling and drowning in a sea covered in oil.

He admits that when he got back home his first impulse was to go to a church and thank God for his survival.

He repeats that prayer every day, for his comrades who never made it, he said.

The unveiling of the Kite memorial reunited Mr Irish with two RN veterans, S/Ms Gordon Copson and John Bennett, both of whom were serving in HMS Keppel when the torpedoes hit the Kite.

Recalling the frantic rescue efforts, Mr Bennett said: "It was pretty shattering. They were covered in oil and you couldn't do much."

"You tried to get someone and you couldn't grip anything."

Mr Copson, who was asleep when HMS Kite was torpedoed and was woken by the explosion, says that when he got on deck, he saw the last of the ship's bow go under. HMS Kite sank in just 60 seconds.



● S/M Gerald Stacey casts a wreath from mv Saga Pearl off Tobermory in memory of S/M Robert Tabner

## Saga Pearl helps remember Robert

THE late Robert Tabner, ex-CPO, saw a lot of the world during 30 years of Naval service.

But his favourite place, according to friend S/M Gerald Stacey, was the coast off Tobermory, Isle of Mull.

S/M Stacey, No 5 Area Welfare Officer, heard of his friend's death when he and his wife were about to embark on a cruise around the British Isles in the ship Saga Pearl.

Instead of cancelling, he decided the best tribute he could pay his old friend was to visit his favourite place and cast a wreath in his memory.

He was accorded the privilege of doing so by Capt Alistair McLundie, the Saga Pearl's Master, who, in true seafaring tradition, handed command of the ship to a

deputy and attended the wreath-laying ceremony.

As boys from the same area, S/Ms Tabner and Stacey met when they joined the Navy shortly after the war.

Having trained together in HMS Anson, they were posted to Malta, and subsequently served together in the cruiser HMS Liverpool.

One made a career of the Navy, the other didn't, and although the two shipmates drifted apart, their friendship survived, thanks in part to their two wives, who kept in touch.

In recent years they met frequently, and were reunited on occasions with former members of the cruiser HMS Liverpool.

S/M Tabner will be missed by his friends in the Nautical Club, Birmingham.

## Naval Quirks

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## Cordiale meeting

AQUITAINE branch hosted an Entente Cordiale lunch with 35 shipmates - Amis d'Abord - from six French AMMAC branches, and two French Area presidents. AMMAC is the French equivalent of the RNA.

"Gifts were exchanged, much excellent fermented grape juice in various forms consumed, and the lunch finally concluded with a conkers match," said S/M Ken Napier, Chairman of the branch. "French conkers are much the same as British ones, if perhaps slightly larger, but despite best efforts, no conker actually fractured."

S/M Napier said any shipmates visiting France in the Dordogne/Lot-and-Garonne area are welcome to join them at their lunches, held on the second Wednesday of the month; contact Ken on 0033 5 5301 7280.

## Guernsey pays tribute

THIS year's HMS Charybdis and Limbourne Memorial Weekend starts on Friday October 8 with a dinner at the Duke of Richmond Hotel in Guernsey in the presence of the Lieutenant Governor and Lady Foley.

The band of the Royal Marines Plymouth will beat retreat at the Albert Pier at 5pm on Saturday, and will lead a parade from the Town Arsenal to the Foulon Cemetery for the annual memorial service at 3pm on Sunday.

The Naval Air Command football team takes on the Island for the Malay Cup on Saturday, and the NAC Veterans take to the pitch on Sunday morning.

The weekend finishes with a RM Band concert on Sunday at 8pm at St James - but the Guernsey Association of Royal Navy and Royal Marines warns that unless funding can be found, this could be the last time the Band can participate in the event.

## £50 PRIZE PUZZLE



The mystery ship in our August edition was HMS Manly.

The winner was Mr Ken Ward, of Suffolk, who wins our £50 prize.

This month's mystery ship is pictured during high speed manoeuvres in the Med in 1961.

She was laid down during the war but commissioned in 1947, having lost her original name and taken that of a sister destroyer which was launched but never commissioned. The answers combine clashes on land and sea.

Her pennant number has

been removed from this picture - but can you name her, and give the name she was originally due to receive?

The correct answer could win you £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is November 12. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our December edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 116

Name: .....  
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My answers: 1: .....  
2: .....



# Royal Naval Association



## No 5 Area members turn out in force at parades

THE No 5 Area meeting, hosted by Southend branch, was well supported, and there was a spot centre stage for Mr Peter Rolf, of Harlow, now recovered from a heart attack, which he suffered in Edinburgh two years ago on his way to the RNA Conference in Perth.

S/M Rolf announced that he and his wife had renewed their wedding vows after 55 years.

Members from the area supported the VJ Parade and Service at the War Memorial at Brightlingsea, arranged by the Royal British Legion.

The parade marched from the RBL Club headed by the Rochford Drum and Pipe Band and the Brightlingsea Church Boys and Girls Band, and standards from various places marched with the followers.

Shipmates from throughout No 5 Area also attended the Merchant Navy Day at Harwich, at which 18 standards were paraded.

The large group marched from Trinity House at the quay to St Nicholas Church, Harwich, for a Civic Service attended by various dignitaries.

The Lord Lieutenant of Essex took the salute in the parade.

## Demise of Tot is lamented

THE DEMISE of the 'Tot' on July 31 1970 had such dire significance for members of the City of Ely branch that they regard every anniversary as a day of mourning.

Out of respect for the dead they wear a black ribbon and, rather than weeping alone, share their grief by going on an outing and drowning their sorrows.

Like others who have suffered some form of loss, they found that trips to various micro-breweries in East Anglia were particularly comforting.

Just as comforting was a tour of RAF Mildenhall air base, where their hosts, sensitive to their grief, did them proud.

# Global audience for Navy Days display

PLYMOUTH branch welcomed visitors from as far afield as Korea, Malaysia and Taiwan when they manned the RNA Publicity Stand at Devonport Navy Days.

And their proximity to the Russian ship Minsk, which had a warm welcome in Russian along the frontage, meant that there was a continuous flow of personnel from the Alligator-class landing ship past the stand.

Branch secretary Arthur Gutteridge reported that the support received from ships, Careers Offices, agencies within the naval base and commercial sponsorship ensured the stand made its presence felt over the Bank Holiday weekend.

The centre of attraction at the stand was a model of Type 22 frigate HMS Cornwall loaned by COMDEVFLOT - with associated publicity in no fewer than seven languages provided by the frigate herself.

Plaques from British and overseas RNA branches adorned the stand, along with plaques donated by base port ships, photos, key rings, pens and a large assortment of Royal Navy and foreign navy memorabilia - a display which maintained the interest of visitors to the stand, according to Arthur.

And to cap a most successful weekend, BBC Radio Devon broadcast a live ten-minute interview from the stand.



● Russian sailors from the Russian landing ship Minsk pose with members of Plymouth branch during Devonport Navy Days

## Invite to standard ceremony

STOCKTON-on-Tees branch extends a warm welcome to shipmates to attend the laying-up of their old standard and the dedication of the new on Sunday October 17.

The parade down Stockton High Street will be led by the Richmond Pipe and Drum Band and, following the service, the salute at the march-past will be taken by the Lord Lieutenant of Durham, accompanied by the Mayor of Stockton.

Those who wish to attend, with or without their standards, should contact S/M Eddie Smurthwaite on 01642 647266.

## Redruth bids padre farewell

TO THE regret of everyone, Redruth and Camborne branch chaplain Canon Roger Bush and his wife Lois are leaving Redruth to take up an appointment in Truro Cathedral.

As a mark of appreciation for his friendship and service to the branch, he was presented with a cut-glass ship's decanter on a wooden stand, suitably inscribed, as a farewell present, and there was a bouquet of flowers for Lois.

Acknowledging the gifts, Roger said he and his wife had enjoyed being associated with the branch.

Before taking his leave, 20 members attended a farewell service in Redruth parish church, followed by a light lunch in the crypt.



● Members of City of Ely branch, with staff from the Imperial War Museum, on their visit to HMS Belfast

This year mourners and their supporters headed for HMS Belfast, and on going aboard were greatly consoled by the staff of the Imperial War Museum.

In a state of commiseration for the

East Anglian visitors, the obliging IWM staff ensured the Stokers Mess of the wartime cruiser was available for the City of Ely Town Crier to proclaim a heart-rending lament for the Tot.

## Double delight for Rayleigh



● Rayleigh's big night: Dignitaries at the Rayleigh branch presentation evening gather round the big cheque for £3,000, the result of the Rayleigh charity golf event. From left, Rosemary Brown (Rochford District Council), Terry Livings (Rayleigh Town Council), Mark Francois MP, Len Hobbs (Chairman Rayleigh branch), Bob Hill (Vice Chairman Rayleigh branch), Alan Booth (Secretary Rayleigh branch), John Burrows (Chairman SSAFA Forces Help, Anglia), Vic Crick (Treasurer Rayleigh branch), Vice Admiral John McAnally (President RNA)

Picture courtesy Southend Evening Echo

MEMBERS of Rayleigh branch had two reasons to celebrate when the dust had settled on their charity golf day.

For not only had the event attracted a record 210 golfers - 60 more than last year - but they had also far exceeded the money raised in 2003.

The final cheque for £3,000, over £1,000 more than last year, was presented to SSAFA Forces Help Anglia Area chairman John Burrows by RNA President Vice Admiral John McAnally at the club's presentation evening, attended by more than 80 shipmates and guests.

Among the dignitaries who attended were Mark Francois MP, Terry Livings, the chairman of Rayleigh Town Council, and Rosemary Brown, chairman of Rochford District Council.

And Mark Francois had another reason for attending the evening - he was welcomed by Vice Admiral McAnally as the branch's newest member. S/M Francois's father served in the Royal Navy during the war, and the new associate member said he felt an affinity with the RNA.

# JACK

by TUGG

## Calendar 2005

Jack has left the pages of Navy News for 2005 and is getting his own calendar. Featuring 12 of the famous cartoons created by Tugg Wilson, Jack's calendar will keep you chuckling from New Year to Christmas. A4 in size and spiral bound for easy hanging.

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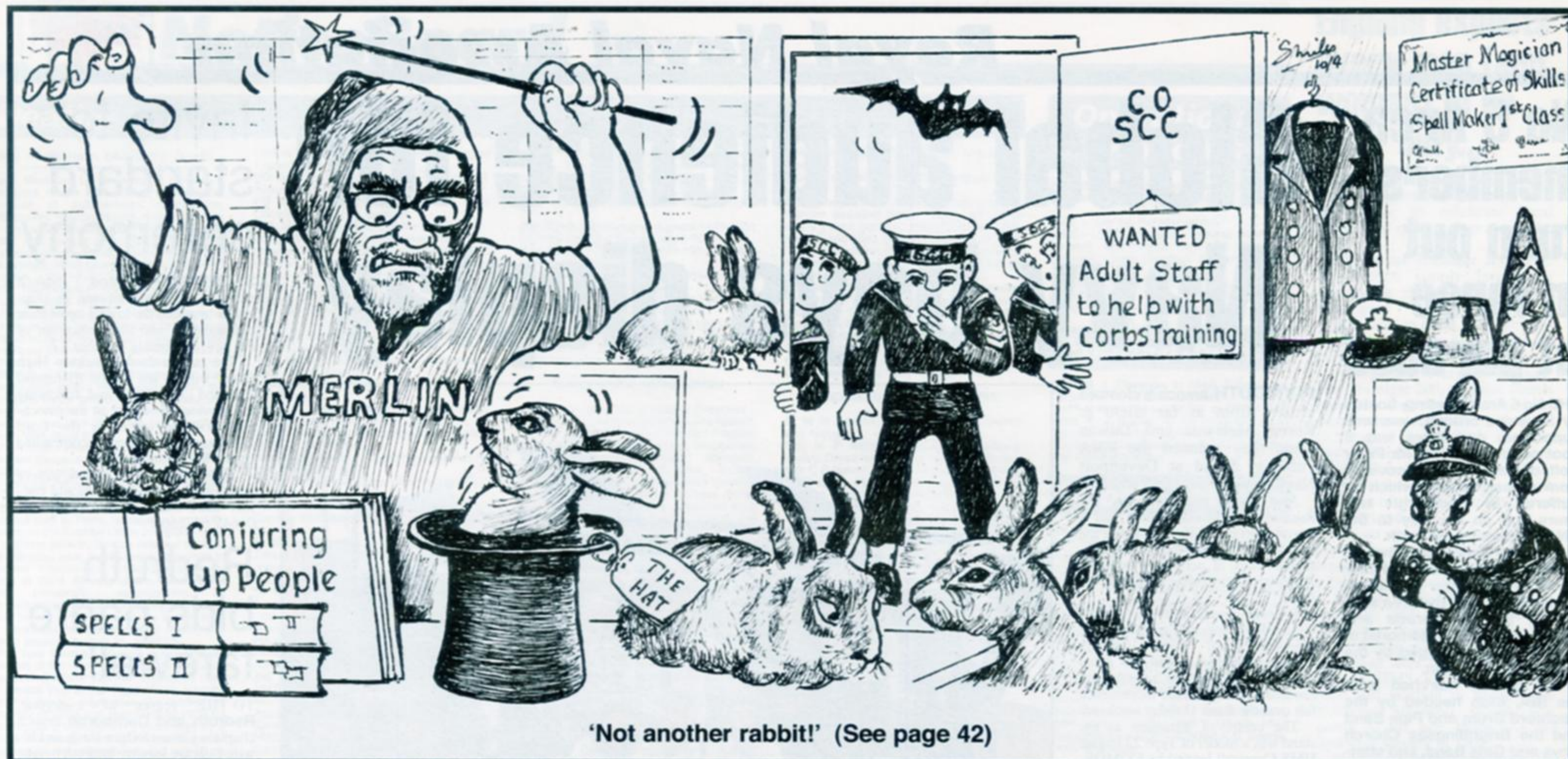
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## NEWSVIEW

### Nelson – the people's hero

As we approach the bicentenary of Trafalgar, what explains the continuing fascination with Nelson, whose death at the height of his most important victory was regarded by many at the time as the more significant event, a loss outweighing the gain?

We have noted lately that his celebrated tactic of breaking the enemy line in two places, which he claimed hit his colleagues "like an electric shock... 'It was new – it was singular' etc, wasn't original at all – Duncan employed the same trick at Camperdown in 1797 and so did Hood at the Saintes in 1782.

Nelson was occasionally too reckless for his – and anyone else's – own good. After losing all the value of surprise at Tenerife he continued to press attacks on a heavily protected fortification with the result that many of his men died needlessly and he himself lost an arm.

He remained supremely popular with his sailors, though, and with the population at large. But he was not all that popular with the Naval Establishment. St Vincent, First Lord of the Admiralty in 1805 – originally an ardent supporter – later said of him: "Animal courage was the sole merit of Lord Nelson, his private character most disgraceful, in every sense of the word."

Even his closest friends could be embarrassed by his vanity and vulgar display – after his victory at the Nile he gave great offence by his triumphal progress through Europe and England, flaunting his equally flamboyant mistress, Emma Lady Hamilton, with whom he lived in a bizarre *menage à trois* with her husband William. He treated his wife – and several of his former mistresses – abominably.

Dr Colin White's astonishing treasure trove of over 1,000 unpublished letters, discovered over the past five years with the Nelson Letters Project initiated by the National Maritime and Royal Navy Museums, will no doubt open up all kinds of new insights into his singular character.

For instance, of the 1797 mutiny at Spithead, Nelson wrote: "... it has been the most Manly thing I ever heard of and does the British sailor infinite honour." And perhaps here lies the answer to our question – Nelson, besides possessing a great many human failings, also addressed his fellow man with great humanity and consideration (apart from at Naples in the aftermath of the insurrection of 1799 in which he displayed uncharacteristic savagery in the execution of the principals).

He well knew the value of public relations (the famous story of his recalling the mail ship to pick up a single man's letter home may be apocryphal, but was wholly typical of the way his people viewed him) but he was equally adept at self-promotion.

To the Establishment, as we have seen, he was a bit of a loose cannon. That remark about the Spithead mutiny was, not surprisingly, excised from a collection of his letters published in 1809 as just a tad too politically incorrect – as it would have been in similar circumstances today.

So you can also ask yourself, had Nelson failed to deliver the goods at Trafalgar, would the powers-that-be have leaped to his defence? You can bet your sweet life they wouldn't have.

# First piece cut in Dauntless's jigsaw

FIRST the RN was Daring – now it's Dauntless as well.

The second of the Fleet's 21st century destroyers is slowly beginning to take shape on the Clyde after her first steel was cut on her.

HMS Dauntless will be the second of a planned class of eight D-Class, or Type 45 destroyers – although at 7,350 tonnes each the ships are almost cruiser size.

Like the first in class, HMS Daring, Dauntless is being built jigsaw-fashion by BAE Systems and Vosper; the former constructing the aft and central superstructure, the latter the ship's bow and distinctive main mast.

The first steel cut for her was at BAE's Govan yard on the Clyde. Pressing the switch on a hi-tech plasma cutter, First Sea Lord Admiral Sir Alan West said he felt honoured to be setting in motion a chain of events which would give

the RN the second of the world's most advanced air defence warships.

"This is a really momentous occasion – the steel I am cutting officially starts the building of a ship which will form part of the most advanced air destroyer fleet in the world," he added.

The D-class will take over from the veteran Type 42 destroyers, children of the 1960s. The new vessels are children of the 1990s and 21st century and built around the central weapon, the PAAMS anti-air missile. The six ships ordered will cost around £5.5bn, sustaining 2,000 jobs on the Clyde and around 650 in Portsmouth.

HMS Daring is already one year into construction; she will enter service towards the end of the decade.



● FORWARD LOOK: artist's impression of planned new ship-building hall at BAE's Govan yard on the Clyde

Six D-class ships are on the order books presently: Diamond, Defender, Dragon and Duncan will follow, with orders for subsequent destroyers to be placed later. All will be based in Portsmouth.

Meanwhile, work is about to start on a multi-million pound expansion of production facilities at BAE's Govan site – part of a larger programme of investment at

the company's Clyde yards.

The new building at Govan will allow the major production of blocks for the Type 45s to be done under cover, cutting costs and the risks of delays and providing other benefits for the programme.

Piling work on the extended Tank Assembly Shop, where large sections of the ship will be brought together before being moved to the berth for final assembly, was due to begin at the end of last month.

The £2m investment will increase the usable capacity of the facility by 40 per cent.

It is part of a planned £11m programme for the Clyde yards to support work on the Type 45s. Substantial investments have also been made at BAE's other Glasgow facility in Scotstoun, including the creation of transfer quays at both sites and the refurbishment of the Scotstoun Module Hall.

And yet another milestone in the programme – the first Sampson Multi-Function Radar has been installed on the representative Type 45 foremast at the company's Cowes, Isle of Wight site.

● CUTTING EDGE: Admiral Sir Alan West sets off the plasma cutter after a briefing from steelwork fabricator Jimmy Gardner





● Not quite ice-cream weather... Type 22 frigate HMS Cornwall, known affectionately as F99 'The ice cream frigate' inches up the Thames under murky skies to berth alongside HMS Belfast in the heart of London for a high-profile stop in the nation's capital. In the background is the financial district including the Swiss Re offices, or as Londoners prefer, the Gherkin.

Picture: CPO(Phot) Dave Coombs



## Take large bites for poppy appeal

ANZAC biscuits are on sale as a reminder of the sacrifices made by Commonwealth comrades in the two World Wars with profits going to the Royal British Legion.

The original biscuits were baked for members of the Australian and New Zealand Army Corps, better known as Anzac, on the front line in Gallipoli by their mothers and loved ones during the Great War. The biscuits served as a great comfort to the men knowing that their families were waiting for them to return.

The Melbourne manufacturer-

ers of the modern-day Anzac biscuit, Unibic, have linked up with the Royal British Legion to support its fundraising efforts for ex-service men.

In Australia the biscuits have already raised almost Aus \$333,000 dollars for the country's appeal.

The British Anzac biscuits (pictured right if you were wondering) are on sale at Sainsbury's for 99p per pack, with four per cent of the profits made by the producers donated to the RBL.



# Rare airing for FAA treasures

THE SPIRITUAL home of Naval aviation shed new light on the world of flight by putting on show items often hidden from public view and hosting a sale of art works.

The Fleet Air Arm Museum in Yeovilton hosted one of the largest art exhibitions in the south-west, with original prints and sculptures on display.

It is also home to far more items, artefacts and even veteran aircraft than it can display to the public.

But bosses decided their reserve collection was worth seeing, and threw open the doors of Cobham Hall, opposite the main museum buildings at RNAS Yeovilton.

As museum curator Cdr David Hobbs explained: "Our reserve collection is larger than that of many other aircraft museums."

Around five miles of shelving and more than 30,000 records and artefacts (including a prototype bouncing bomb) were on display in the hall, where the climate is specially controlled to preserve the items.

The building has been opened on three days this year to the public, allowing them to see 30 historic aircraft normally

out of visitors' view, from the first swept wing aircraft to land on a carrier to the Gazelle helicopter in which the Duke of York learned to fly.

The work of staff at Cobham Hall's extends beyond simply looking after the treasures of the FAA. At present they are keeping an eye on a small owl using the owl nesting box, and are tending to the wild orchids on the surrounding grass banks.

The museum has also hosted a display and sale of art work with a distinctly military theme as part of Somerset Art Weeks.

Well-known artists such as Edward Ash, Rex Phillips and Andrew Simpson, as well as the Canvas Club and the Armed Forces Art Society made use of the museum's facilities to display their work.

Jon Jefferies, the museum's head of marketing, said: "There is a huge amount of interest in the arts in the south and the number of potential exhibitors has exceeded our expectations."



● Reach for the skies... World War II Fleet Air Arm aviators, as portrayed by Alix Baker, chair of the Armed Forces Art Society

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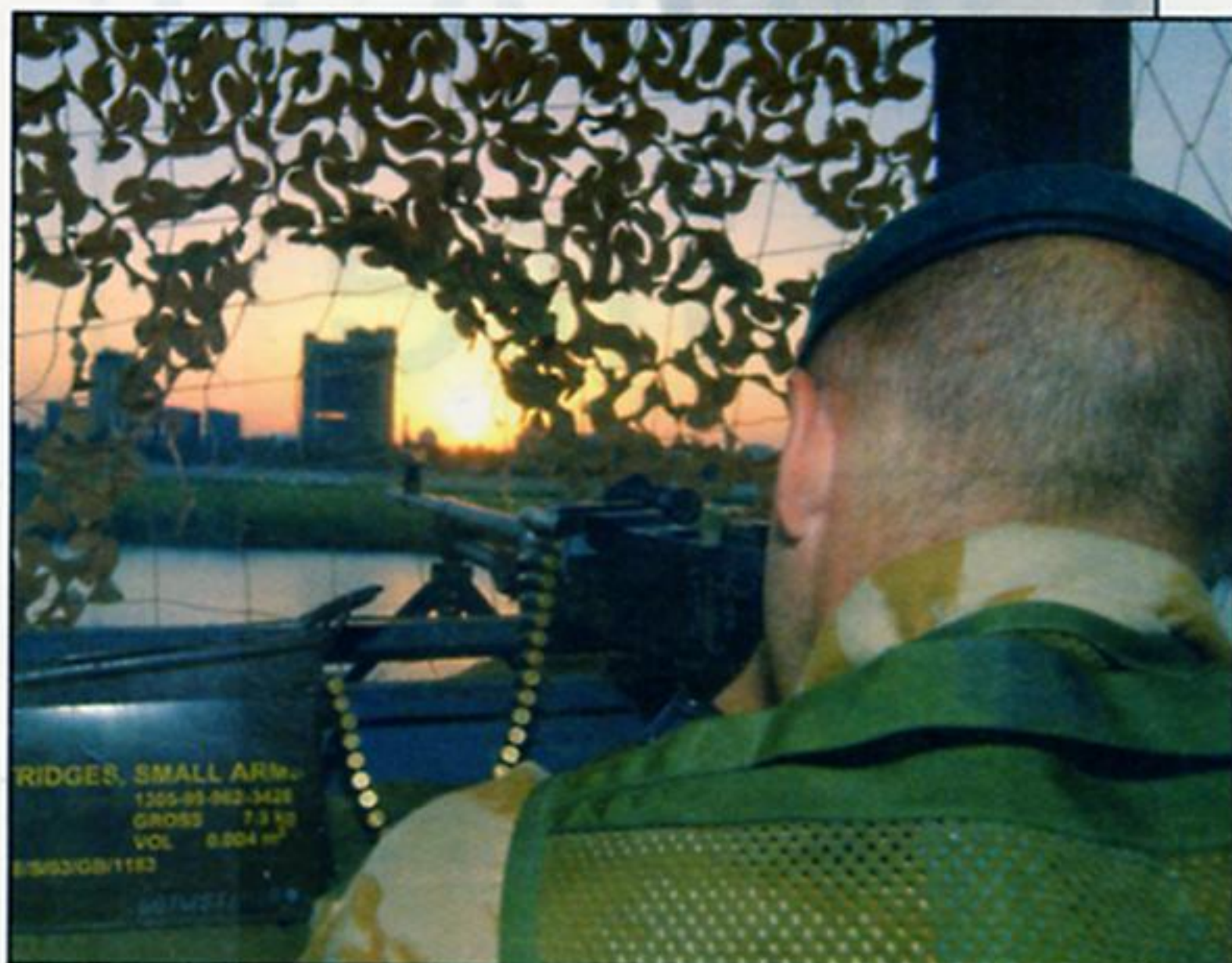
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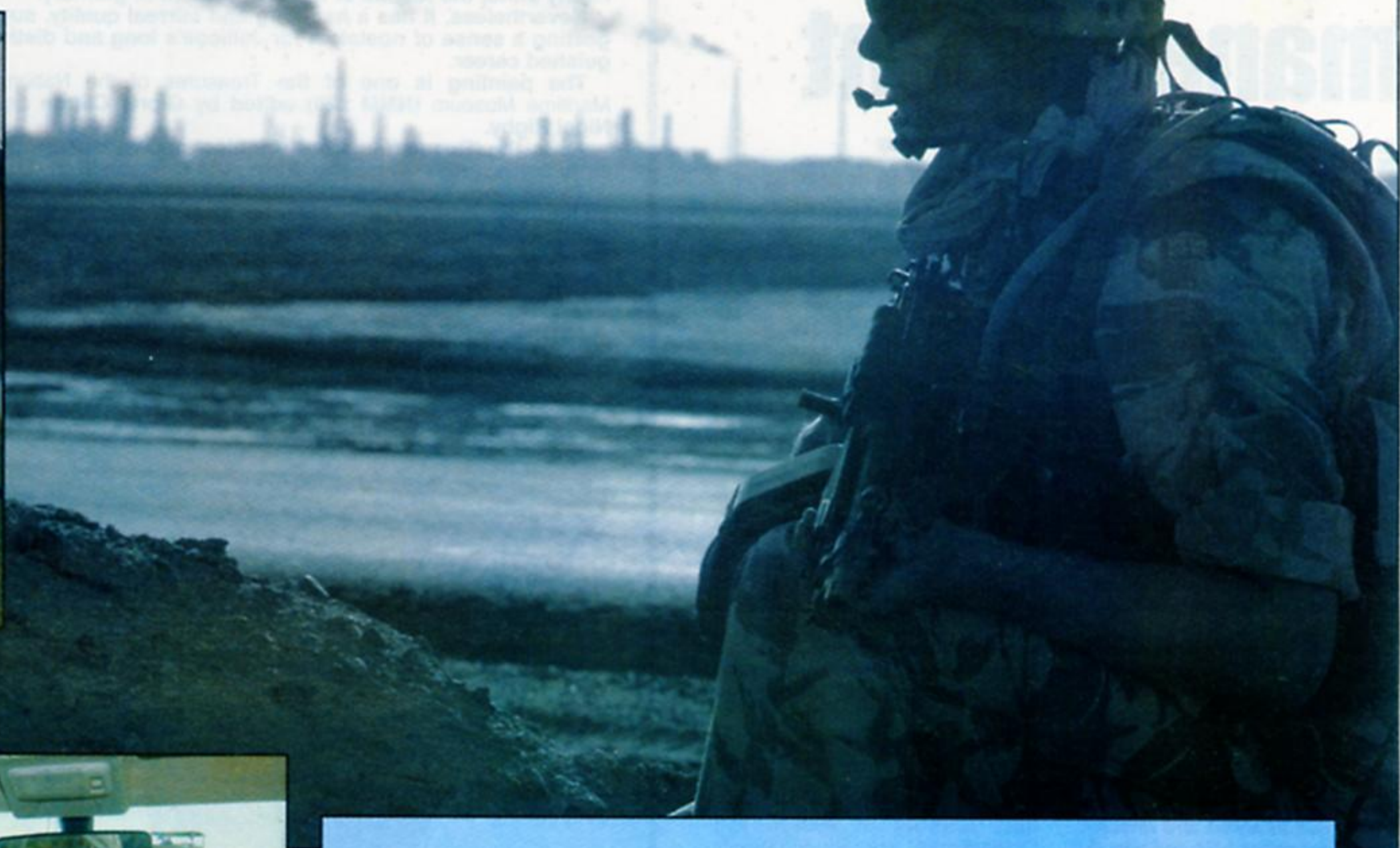
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# Fire brigade



● Sunrise over Basra: A Royal Marine of Alpha Company, 40 Cdo, watches over the Iraqi capital from an observation tower and (right) protecting the lifeblood of Iraq: a green beret silhouetted against the backdrop of the country's oil fields



theatre in July, taking over from the Royal Highland Fusiliers.

Beyond brushing up on combat skills typical of any pre-deployment, the men were put through public order training at Thepford.

Riot control, using baton guns and the art of making – and throwing – Molotov cocktails were all taught as the commandos were educated in the art of keeping the peace in a challenging urban environment.

The training climaxed with an assault on a mock-up village.

"It was made all the more realistic by the use of overhead fire and the playing of call to morning prayers over a set of loud speakers," said 2Lt Pinkney.

"For many it was a steep learning curve and a great deal was learned and put into practice.

"The unit was made as ready as it could be to deploy on operations."

One thing training in Britain could not prepare the commandos for was the heat; the original Operational Telic was fought in the spring – and that was hot enough.

As summer turns to autumn in southern Iraq, the men of 40 Cdo can look forward to some cooler weather at last... the low 40s. That's still well above 100°F.

"You have to carry on in these conditions – apart from the very, very hot days," said Capt Melbourne.

"The worst we've had so far was 52°C – 125°F. It's much hotter than Saif Sareea in Oman a few years back. We dream of temperatures in the 20s. That would be sweater weather."

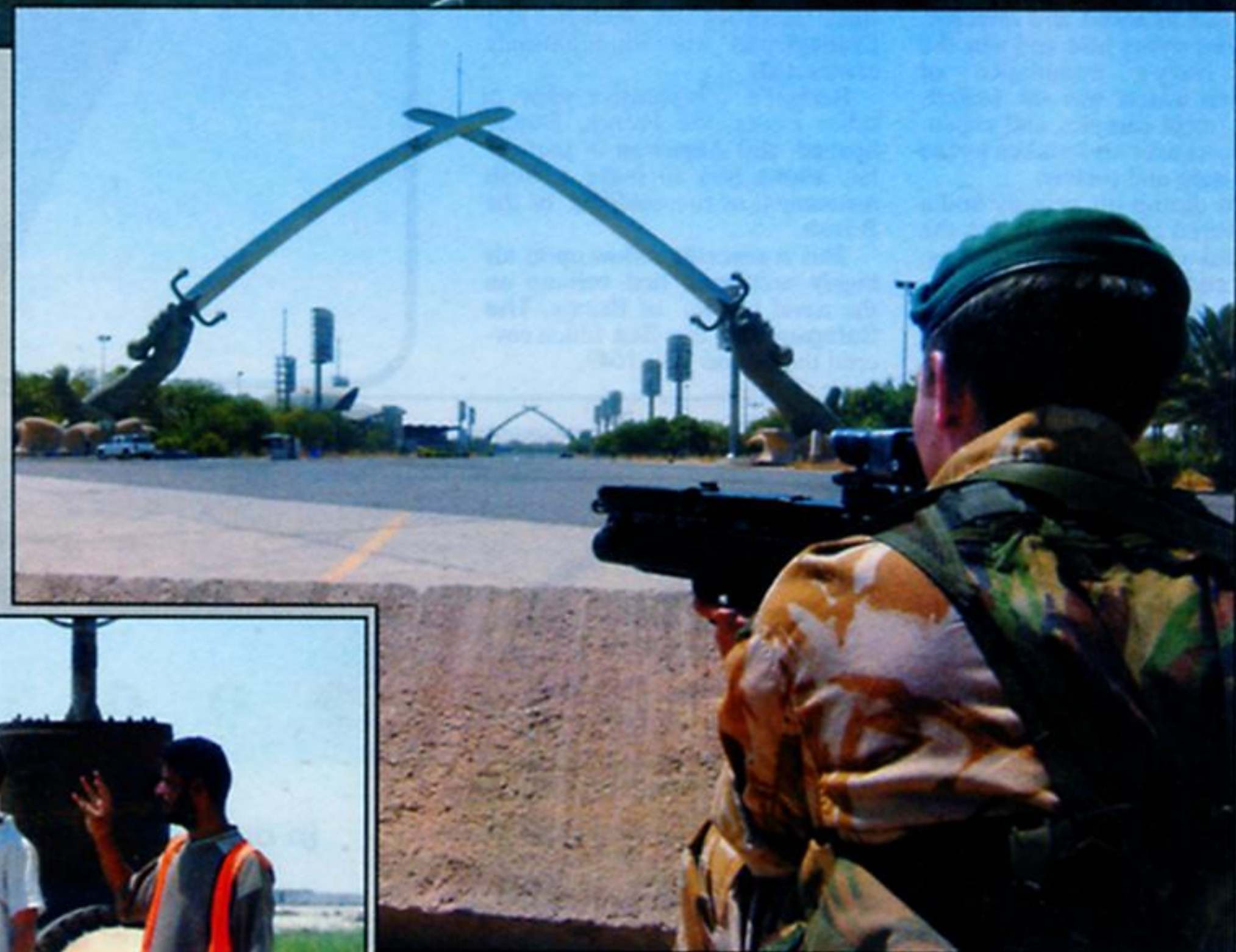
If only the weather was the sole difficulty the green berets had to contend with...

But then, being Royal Marines, they probably wouldn't have it any other way.



● (Above) What every Royal Marine needs on convoy duties: helmet, desert fatigues, SA80, 4x4, can of pop...

● Something in the pipeline? (Right) A marine talks to two pipeline workers on patrol



● The defining image of Baghdad: (Above) A commando on patrol in Grand Festivities Square, built to celebrate Iraq's pyrrhic 'victory' over Iran. Each sword in the Hands of Victory weighs 24 tonnes and is made from bronze alloy of the guns of fallen Iraqi soldiers. As a further macabre 'touch', the helmets of 5,000 Iranian soldiers were held in nets between the swords and cemented into the ground

## Don't you forget about us



● Ever feel like you're living in a goldfish bowl? CINC Fleet Admiral Sir Jonathon Band receives an update on HMS Somerset's progress

40 Commando is just one strand of the Senior Service's presence in the Iraq area.

The media may concentrate upon 'British troops', but there's the whole range of RN capabilities in the region.

To reinforce that message, Commander-in-Chief Fleet Admiral Sir Jonathon Band visited numerous RN units in theatre last month.

The admiral dropped in on the small band of RN personnel at Basra International Airport before climbing into an RAF Puma helicopter for the short flight to Umm Qasr, where the RN training team is helping the fledgling Iraqi Navy safeguard its waters and look after its patrol craft.

Next stop was 40 Cdo's Shaibah base for a substantial tour of the establishment, including its HQ centre, vehicle workshops, prison and self-contained sickbay dedicated to serving the green berets.

Admiral Band made a point of chatting to four women who are attached to 40 Cdo – the only females serving with the commando unit. The women's task is

to assist with the search of any Iraqi females encountered on patrols with the Royals.

Offshore, Type 23 frigate HMS Somerset is safeguarding Iraqi interests in the northern Gulf, chiefly the oil platforms which are the outlet for Iraq's lifeblood.

The Devonport-based warship is supporting the international Task Force 58, in charge of security at sea in the northern Gulf, on duties such as boarding operations to check out vessels bound for or leaving ports – a task which has been the staple diet of the RN since the days of the first Gulf war.

CINC Fleet was ferried aboard Somerset by a Sea Hawk helicopter from HMAS Adelaide – another sign of the international nature of operations in the region.

"The visit was an excellent opportunity to demonstrate to Admiral Band how the ship is working in this theatre and how the demands of this environment affect the ship and her people," said Somerset's Commanding Officer Cdr David Axon.

"It was also a valuable chance for the ship's company to meet their commander-in-chief."



# fire brigade

**Hibberd, Griffiths**

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● Ever feel like you're living in a goldfish bowl? CINCLANTCOM Fleet Admiral Sir Jonathon Band receives an update on HMS Somerset's progress





## At Your Leisure

# Masters of management in the making of Britain

BETWEEN the restoration of Charles II in 1660 and the defeat of Napoleon in 1815, the Navy became one of the central institutions of the evolving British state.

In *The Command of the Ocean* (Allen Lane £30) Professor N. A. M. Rodger shows how and why the Navy was integral to the success of both the Agricultural and Industrial Revolutions and the British Empire.

In so doing he brings the fictional character of Jack Aubrey to real life.

Describing not just battles and voyages, but how the Navy was manned, how it was supplied with timber, hemp and iron, how its men (and women) were fed, and how it was financed and directed, the author shows how and why the Royal Navy's dominance of European waters was the largest, longest, most complex and expensive project ever undertaken by the British state and society.

It was during the century and a half covered by this book that the successful organising of victualling, money and management took the Navy to the heart of the British state – and it is Rodger's great achievement to show how com-

pletely integrated and mutually dependent Britain and the Navy then became.

He also overturns a number of preconceptions. There is a re-evaluation of Charles II, often regarded as a charming, intelligent but somewhat indolent monarch. In fact he attended more meetings of the Admiralty Board than any of its other members.

There are also convincing reassessments of Pepys, Hawke, Rodney, Howe and St Vincent, while the very particular and distinct qualities of Nelson and Collingwood are illuminatingly contrasted.

Rodger's comparative view of other navies, the French, Dutch, Spanish and American in particular, allows him to make a fresh assessment of the qualities of the British.

This is a worthy follow up to his highly acclaimed first volume on the naval history of Britain, *The Safeguard of the Sea* which covered the period 660-1649.

COMMISSIONED by the gunnery school, HMS Excellent, in 1932, this portrait of Admiral John Jellicoe was returned to the artist, owing to Lady Jellicoe's objections to the frail appearance of her elderly husband – he was then deaf and nearly blind, the results of his involvement in gunnery.

Nevertheless, it has a haunting and surreal quality, suggesting a sense of nostalgia for Jellicoe's long and distinguished career.

The painting is one of the Treasures of the National Maritime Museum (NMM £25) edited by Gloria Clifton and Nigel Rigby.

As is the 'Russian Infernal Machine' shown below – an early contact mine deployed during the Crimean War.

These were sometimes treated in a somewhat cavalier fashion by British naval officers. In 1855 the *Illustrated London News* reported that one was examined by Admiral Seymour in HMS Exmouth who 'incautiously tapping a little bit of iron projecting from its side said "This must be the way they are exploded" when bang! the thing went off.'

The Admiral was temporarily blinded and several of his officers had their whiskers burnt off...



# Blinded by fire



## Navy News

### CALENDAR 2005

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In order to commemorate the bicentenary of The Battle of Trafalgar, the theme for the 2005 calendar is Battles of the Royal Navy, featuring 12 battles from the 18th to the 20th centuries and the ships and units involved.

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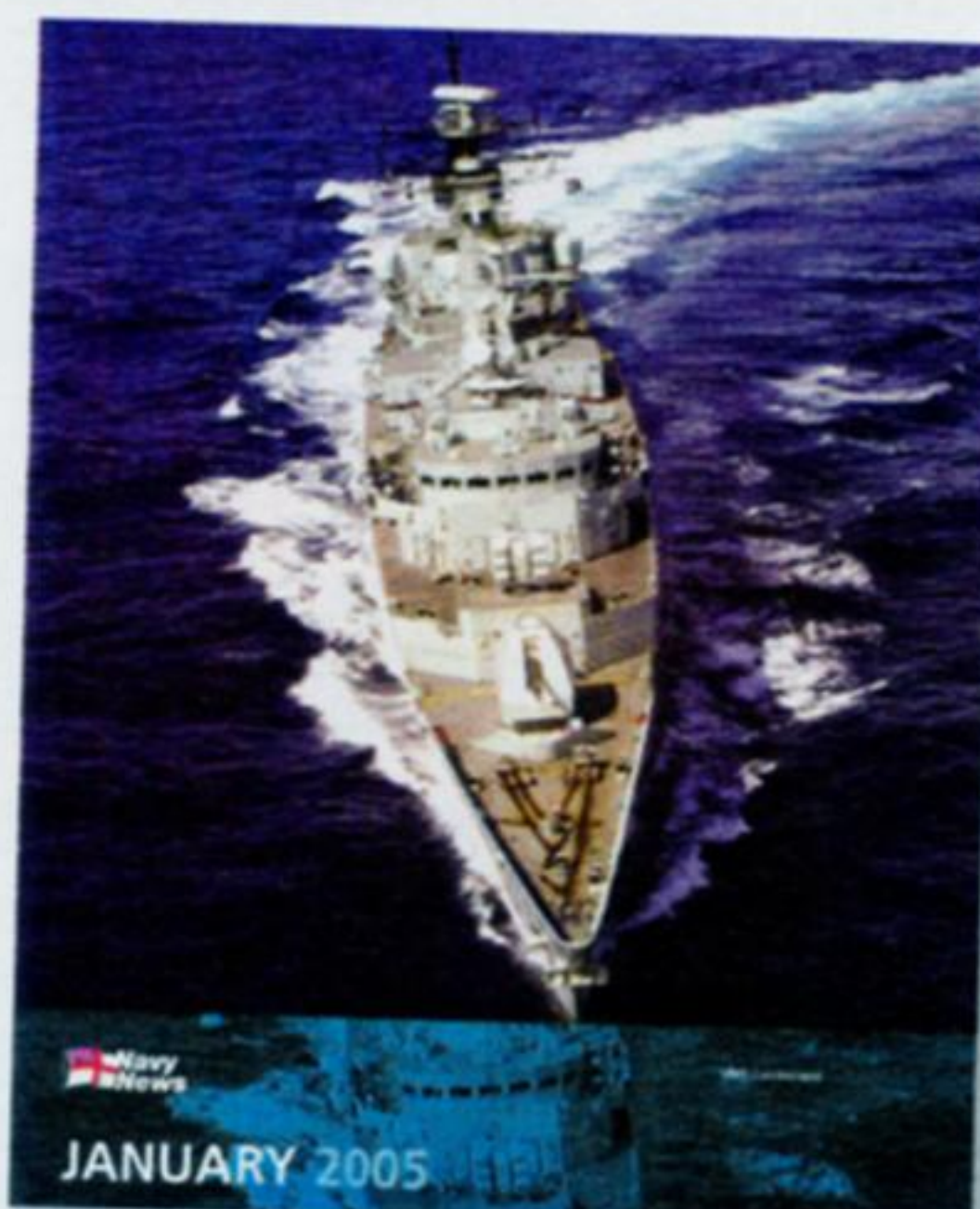
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# MANY SIDES TO COCHRANE — AND TO NELSON



●'Things as they are. Things as they might have been' – a cartoon contrasting Cochrane the naval hero with Cochrane the discredited civilian following the Stock Exchange trial in 1814

**L**ORD Cochrane was a dominant figure in the maritime history of the early 19th century.

While still a child he held commissions in both the Royal Navy and the Army. He made his name in 1800 when in command of a tiny, 14-gun brig he captured the 32-gun Spanish frigate *El Gamo*.

His reputation for audacity and bravery was indelibly sealed by his later exploits as a frigate captain, seizing prizes and making amphibious raids along enemy coastlines, creating panic and confusion with fireships and other pyrotechnics.

He was the inspiration for the fictional heroes of Captain Marryat, C. S. Forester and Patrick O'Brian.

Cochrane also sailed very close to the wind. He was a radical politician (he once attempted to have his own admiral court-martialled). Then he got involved in a Stock Exchange fraud which led to his expulsion from the Royal Navy.

Undaunted, Cochrane exported his considerable tactical skills to South America, leading the Chilean and Brazilian fleets during their wars of independence against Spain. By 1827 he was in charge of the Greek navy, fighting against Turkish control, and in 1832 he was accepted back into the Senior Service as an admiral.

Although his naval accomplishments are numerous, Cochrane's career was marked by controversy and pathological disputes with some of the eminent men of the period – Admiral Lord Keith, for example, described him as "wrong-headed, violent and proud".

Late in life, he published a series of autobiographies which have been pretty much accepted as accurate versions of events ever since.

But in *The Audacious Admiral Cochrane* (Conway £17.99) Brian Vale sets the record

straight by going back to the original sources in the UK, Chilean and Brazilian archives to reveal a highly complex and intriguing figure who could exhibit extreme paranoia and jealousy.

With over 20 books about Nelson in the past decade alone – and many more set to appear with the bicentenary of Trafalgar next year – you would imagine there wasn't much left to say about the man.

Yet American author John Sugden (best known for his studies of a pair of Shawnee chiefs) has just come up with a 900 page study that only covers the first half of his career.

Nelson: a Dream of Glory (Jonathan Cape £25) digs into the relatively unmined archives of Nelson's early life to explode a few popular myths. For example, there is the famous story of how the 15-year-old beat off a polar bear with an unloaded musket. Apparently, it was more likely that Nelson was just one of several of the ship's company who chased after the bear as it ran away. Nelson in fact was rather prone to exaggeration of his successes at the expense of others and not at all averse to using the press to magnify his achievements. Not an attractive trait.

He didn't treat his women – of which there were not a few – very well, either. There is a rather better assessment of his wife Fanny, always depicted as stiff and cold in comparison with the exotic, flamboyant Emma Hamilton.

Not fair, according to Sugden, who discovers that she had considerable charm and made a good impression on people.

As we have noted recently, Nelson's tactics at Trafalgar were not all that original. Duncan deployed them at Camperdown – and here we see that he learned them from Admiral Hood at the Battle of the Saints in 1782

## No market for modern ship art

"THE PROBLEM with painting truly modern subjects, such as naval vessels or merchant ships, or even yachts, is that few people seem to be interested in buying them," writes Geoff Hunt in a new collection of his work, mostly devoted to the Nelson era.

The leading marine artist best known for the covers of Patrick O'Brian's Jack Aubrey novels notes: "Nostalgia seems to be required. You may get away with your merchant ships if they are ocean liners of the 1930s; your yachts had better be Edwardian."

"The Royal Navy has no spare cash to spend on paintings; nor, apparently, does the merchant marine."

Shown here is his 1989 oil on illustration board (15.5X25in) *Type 22 destroyer at sea*, commissioned by the electronics company Ferranti to illustrate advertisements for their marine sensing systems. It is included in *The Marine Art of Geoff Hunt* (Conway Maritime Press £30). Currently Vice President of the Royal Society of Marine Artists, Geoff has his studio on the site of Nelson's home in Merton Place, Wimbledon.



### Harrier Carriers Vol 1 HMS INVINCIBLE

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# NoticeBoard

## Deaths

Cdr D J T Sharman. HMS Drake. Aug 25.

**Capt Norman L. A. Jewell.** Hon Vice President of the HMS Bruce Association. Member of Submariners Association, Birmingham Branch. Holder of the Chevalier de Legion d'Honneur, Croix de Guerre and Palm and Legion of Merit Officer Class. Service included HMS Revenge, HMS Devonshire, HMS Osiris, HMS Truant, HMS Dolphin, L27, HMS Seraph, HMS Bruce, HMS Thermopylae, HMS President, HMS Scorpion, HMS Adamant, NATO, RN Staff College. Retired 1963. When Captain of Seraph in 1943, he had the task of launching a dead body off the Spanish coast, dressed as a Royal Marines officer and handcuffed to a briefcase containing fake plans and letters. Part of Operation Mincemear, the ruse successfully fooled Hitler, who ordered the strengthening of fortifications in Corsica and sending a Waffen SS brigade to Sardinia. The plan was later filmed as The Man Who Never Was. Aged 91.

**Sir Arthur Hockaday.** Secretary and Director-General, Commonwealth War Graves Commission 1982-89. Having served as Principal Private Secretary to the Minister of Defence, Peter Thorneycroft, from 1962 to 1964 and being seconded to NATO's international staff in Paris, he returned to MOD. Moving to the Cabinet Office in 1969 to head its defence section, he was recalled to MOD the following year, finally being appointed to Second Permanent Under-Secretary of State in 1976. Moving to the Commission and constantly emphasising its Commonwealth dimension during his seven-year tenure until retirement, he modernised its personnel management and health and safety aspects. Aged 81.

**CPO Tom Moore.** Played a key role as coxain of the River Class submarine Clyde in a duel with three German U-boats in 1941 at Tarragal Bay in the Cape Verde Islands. His first proper ships were the battleships Emperor of India and Ramillies. In 1929 he qualified as a torpedoman (responsible for a ship's electricity), then fulfilled a long-held ambition to join submarines, and served on the China Station. At the outbreak of WWII, he helped to prepare the submarine base at Fort Manoel, Malta. In 1940, he was serving in Clyde when it intercepted the Gneisenau, a German battleship, as she sailed from Trondheim to attack troops returning from Norway. A gaping hole was made in the ship, putting her out of action for six months. In 1942, he received a Bar to his DSM. Aged 94.

**SBCPO Kenneth G. Baggs.** Served RN Hospital Hong Kong (PoW 1941-1945), RN Hospital Plymouth and HMS Blake. Aged 89.

**CPO Robert (Bob) Tabner.** Served 1948-1974. Ships included Anson, Liverpool, Watchful, Newcastle, Solebay, Duchess,

Lanton, Fiskerton, Ulster, Lowestoft. Aged 73.

**PO George Ward.** Opportune Association. Aged 84.

**PO PTI Bill Soper.** Member of Nore Command RNPTIA. Aged 84.

**REL Mech (Air) William John Watkins.**

Joined Boys Service September 1945, progressed through REM (A), LREM (A), Porel (A), then to Mech 1st Class in 1955. Served various air stations and HMS Theseus (17th CAG) Korean War; HMS Albion 825 Squadron; HMS Eagle 899 Squadron; Australia (Woomera) 13 JSTO. Discharged to shore 1972. Aged 76.

**George Wynch.** Algerines Association. HMS Albion. February.

**Rev Hugh Fryer.** Algerines Association. HMS Pickle. May 16.

**Albert McKeon.** Algerines Association. HMS Wave. July 9.

**Leonard Ashen.** Algerines Association. HMS Mutine. July 17.

**James Parry.** Algerines Association. HMS Mariner. July 29.

**Harold Rumsey.** Algerines Association. HMS Mutine. July 31.

**John Pettigrew.** Algerines Association. HMS Mutine. August 13.

**AB Ken Carpenter.** HMS St George Boys Service; HMS Maori. Sydney, Australia, aged 81.

**Ron Poole.** Member of Cossack Association. Tribute Class LO3 at Alkmark, rescue of 299 prisoners and at sinking of Bismark. Survivor from Cossack when sunk 1949-51.

**C. E. (Ted) Forder.** Member of Cossack Association. At landing in Seleno on HML craft, also served on Cossack D. 57.

**Jack Cotsell.** Member of the Aircraft Handlers Association. Served in Aircraft Handler Branch between 1945 and 1953. Aged 7.

**AB Harry Tonks (Butch) QR3.** Served HMS Excellent, Battleaxe, Loch Quoich. Member of the Loch Class Frigates Association. Aged 75.

**Sam Renshaw.** Air Mech (O) 812 NAS. HMS Theseus 1946-48. Member of the 14th Carrier Air Group and Fleet Air Arm Associations. July 31.

**Clive (Maggie) Rutherford.** Submariner. Served in Aeneas, Renown and Periscope. Aged 65.

**Albert Robinson.** Boy Leading Seaman. Long-standing member of HMS Penelope Association. Served on board 1939-1942. September 1.

**John French.** AB. Served HMS Belfast 1942/43. Aged 13.

**Bill Collett.** Joined Ganges as a Boy Seaman 1926. Ships included Emperor of India, Marlborough, Kent (China Station). Aged 28, aged 94.

**Harold (Harry) Johnson.** LSBA. Served 1947-1970. Ships and establishments included RN Hospitals Plymouth and Hong

Kong, Illustrious, Blackcap, Nuthatch, Victory, Terror, Maidstone, Adamant, Forth and Falmouth. Aged 26, aged 73.

**Graham (Woll) Walling.** NA (H). Served 1949-1951 on HMS Unicorn. February, aged 74.

**Jim Scott.** Mechanician. Served 1949-1951 on HMS Unicorn. August, aged 86.

**Ken Acton.** AB. Served 1949-1951 on HMS Unicorn. August, aged 73.

**Reg Garbett.** AB. Served 1949-1951 on HMS Unicorn. August, aged 74.

**Ken (Rowee) Rowe.** AB. Served 1949-1951 on HMS Unicorn. August, aged 78.

**RO (T) John G. Smith.** Served 1965-1974. Ships include Ganges and Diomedes. Member of the RNCA and Diomedes Communicators. August 26, aged 54.

## ROYAL NAVAL ASSOCIATION

**Lt Cdr (E) John (Jack) Clarke.** President and founder member Bexhill-on-Sea branch. Served 1926-1955. Ships included Figsard, Pembroke, Valiant, Dorsetshire, Shropshire, St Just, Sussex, Hotspur, Warspite, Victorious, Woolwich, Condor, Zenith, Cockade. Served throughout WWII involved in Narvik campaign aboard Hotspur, which later evacuated 900 Army personnel from Crete. Also involved in invasion of Sicily and Normandy landings aboard Warspite. After the war, was in control of firefighting damage control training for all officers and ratings at HMS Pembroke. During Korean War, patrolled Korean coast aboard HMS Cockade. August 5, aged 93.

**Jill Robinson.** Wife of Alan Robinson, Chairman of Greenford branch. Served as minutes secretary for 24 years. August 3.

**John Biggin.** Aberystwyth branch. Marine. Served with 45 Commando RM in Malaya and RM Det HMS Gambia. July 27, aged 76.

**Ronald Stevens.** Aberystwyth branch. Marine. Served 1936-48. Served in landing craft during WWII. August 1, aged 84.

**Alan Wyman.** Vice Chairman Sawston branch. Joined as Boy seaman. Ships: Mounds Bay, Cleopatra. Aged 73.

**W (Jack) Crawford.** Londonderry branch. Seaman. September 18.

**Jim Cole.** Lincoln branch. Ex Leading Steward. Served 1947-1959. Ships and establishments included HMY Britannia, Hornet, Afrikander, Victory Barracks, Raleigh, Ceres, Resource (Argonaut), Excellent, Osprey and RAF Syroston (Merlin). Aged 75.

**Jeff Towle.** One of the founder members Grantham branch. Member of HMS Brecon Association. Leading Seaman. Served 1946-1950 aboard Brecon. Aged 78.

**Peter Twort.** Soham & District branch. Served at RN Hospitals Haslar and Chatham between 1949 and 1952. August 23, aged 73.

**Colin Polley.** Thurrock branch. AB. Served

WWII HMS Mantis and MLS. August 27, aged 81.

**Monica Grover.** Ex Thurrock branch. WRN WWII.

**Ken Stones.** Skipton & District branch. PO. Service included Royal Navy and Royal Naval Patrol Service. Ships included HMS Europa and HMS Promise. Member of HMS Pearl Association, Burnley & Pendle Naval Association and Bolton Patrol Service Association. August 23.

**Dennis William 'Wiggy' Bennet.** Swindon branch. Served HM Submarines 13 years, including Thrasher, Trenchant, Trump, Tiptoe. September 1, aged 83.

**Arthur Albert 'Dick' Farhall.** Swindon. Served 1940-46. Ships included Norfolk, Unicorn, Mackay. Recalled for Korea in HMS Orion, Devonshire. July 15, aged 87.

## ASSOCIATION OF RN OFFICERS

**Lt W M Adams.** Served: Bulwark, Osprey and Ganges.

**Cdr N P Astley.** Served: Cumberland, Ripley, Dryad and HM Naval Base Rosyth.

**Cdr C E Baker.** Served: Gambia, Caledonia, Indomitable, Black Prince, Eagle, Excellent, Vigilant, Euryalus and Bulwark.

**Capt D A Borrowman.** Served: Fulmar, Victorious, Saker, Dido, London and Heron.

**Cdr J P M Godber.** Served: Royal Sovereign, Fiji, Tyne, Excellent, Duke of York, President, Terror, St Angelo, Cleopatra, Bulwark, Bellerophon and Daedalus.

**Cdr W L Myers.** Served: Fulmar, Hornbill, Figsard, Peregrine, Condor, President, Goldcrest, Seahawk and Daedalus.

**Lt Cdr P Paterson.** Served: Furious, Glorious, Victorious, Dasher, Eagle and RN Air Station Culdrose.

**Lt E W B Thomas.** Served: Uganda and Nelson.

## SUBMARINERS ASSOCIATION

**H (Hughie) Andersen.** AB ST Barrow Branch. Service 1943-1946. Served in: H50 Tribune, Astute. Aged 79.

**J (Jack) Fretwell.** L/Sto New Zealand Branch. Service 1941-1944. Served in Rorqual P553. Aged 84.

**D A (Dave) Lewis.** L/Tel Welsh branch. Served in Ursula, Taurus, Sealion, Tireless, Taciturn. Aged 82.

**W B C (Bill) Love.** LRO Bath Branch. Served in Seascout, Thorough, Acheron. Aged 71.

**T M (Tom) Moore.** CPO Coxn Exeter & London Branches. Service: 1931-1949. Served in: L22 Otus1, Osiris1, Perseus, Oberon1, H34, Clyde, Artful. Aged 94.

**M E (Morris) Sparrow.** LEM Basingstoke Branch. Service 1953-1960. Served in: Artful, Tabard, Talent, Token, Seneschal, X-Crafts Sprat Shrimp. Aged 73.

## Operational Honours

Awards to RN personnel for their service in operations around the world

**OBE** - Cdr Ian Roberts (Misc)

**MBE** - LSTD Aleksander Krstenic (Northern Ireland); Maj Simon Urry RM (Northern Ireland); CSgt Stephen Bainbridge RM (Misc)

**QCYS** - Lt Gary Criddle (Northern Ireland); CPO Neil Terry (Iraq); WO2 Austin Steel QGM RM (Misc)

## Appointments

**Cdre G J Thwaites** to HMS Sultan from December 12 as CIG/CDCEME

**Col F H R Howes** to JSCSC as DIR B DIV

**Cdre K J Borley** to be promoted Rear Admiral and to be Flag Officer Training and Recruiting/Chief Executive Naval Recruiting and Training Agency

## Sports lottery

**August 14:** £5,000 - AEM M Cracknell, HMS Sultan; £1,500 - WTR A Banks, HMS Nelson; £500 - SA1 S Wells - HMS Norfolk

**August 21:** £5,000 - Lt G Wilkinson, HMS Derford; £1,500 - AEM B Johnson, HMS Heron; £500 OM D Moulding, HMS Ocean

**August 28:** £5,000 - S/Lt T Cackett, HMS Chatham; £1,500 - Mne G Kennedy, FPGRM; £500 - POSTD D Humphreys, HMS Bulwark

**September 4:** £5,000 - Lt Cdr D Wright, HMS Illustrious; £1,500 - LCpl K Rafferty, 45 Cdo RM; £500 - Capt S Dearden, Abbey Wood

**September 11:** £5,000 - OM N Bodkin, HMS Kent; £1,500 - OM T O'Hair, HMS Campbelltown; £500 - CPOAEA G Bonds, HMS Newcastle

Ratings seeking to swap drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service - sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on a Form C240. Forms for ratings within a Squad should be sent to their Waterfront Manning Office; forms for all others should be sent to NDD, Centurion Building.

## England expects every man (and woman) to do their duty...

ORGANISERS of next year's Trafalgar commemorations want the public to celebrate local heroes and spark events across the land.

They want Trafalgar 200 to be more than simply large-scale majesty in the capital and RN heartlands.

With that in mind, they are urging communities to begin planning now.

"I hope that everyone will support Trafalgar 200, organise events and think about how their communities can celebrate in their town or village. I like to think that people are interested in the sea and in Nelson," said Colin White, Britain's foremost Nelson expert and one of the chief architects of 2005's events.

"It can come down to very simple things - does your town have a connection with Trafalgar. Is there a hero buried in your graveyard?"

Victory at Trafalgar was celebrated in 1805, but those celebrations were muted - the nation was in mourning over Nelson's death; a century later the Navy made a fuss of HMS Victory especially, then still floating in Portsmouth Harbour. Strangely, despite the pomp of the age, there was no Spithead Review in 1905.

Numerous events are lined up for next year, including a Fleet Review in the Solent on June 28, followed by a Festival of the Sea in Portsmouth, while three days of events are planned in October nationwide for the 'Trafalgar weekend'.

Details on events, and how your community can become involved, are available from John Graves on 0208 312 6623 or on the internet at [www.seabritain2005.com](http://www.seabritain2005.com)

Submissions for next month's Noticeboard must be received before Oct 15

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## THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the October headlines of past decades...



● Hong Kong bound: HMS Peacock (leading) and HMS Plover were due to carry out patrol duties against smugglers and illegal immigrants, as well as search and rescue operations.

### 40 years ago

STARTING the season well was the Royal Navy Haslemere Football Club, which had beaten a team which had not lost a match in 63 games.

During the previous year, the naval side had been beaten in the final of a local league by Godalming and Farnham Wednesday XI, but had its revenge this time by beating them by five goals to two.

It was the first time the Surrey team had been defeated since the 1960/61 season.

### 30 years ago

HMS BLAKE became the first ship in the world to deploy the most effective anti-submarine weapon system then in existence - Sea King helicopter armed with sonar and a Mk 46 Mod 2 torpedo.

The ship's company saw the torpedoes taken aboard in a new shipping container, nicknamed "the coffin".

A practice delivery torpedo, the Mk 46 (an inactive replica with lead drop weights) was due to be deployed the following year throughout the Fleet.

### 20 years ago

OFFSHORE patrol vessels HMS Peacock and HMS Plover left Portsmouth on the first leg of a lengthy journey to Hong Kong.

First two replacement vessels for the ageing ships of the Hong Kong Squadron, they were due to reach the Crown Colony in late November.

Built by Hall Russell of Aberdeen and weighing 700 tonnes, the pair would be joined by the other ships of the class, Swallow, Swift and Starling.



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● Blimey, this brow is steep... Princess Anne climbs aboard HMS Newcastle at Southampton Boat Show (left) to meet members of the UK's medal-winning Olympic sailing team (above) on a blustery south-coast day

Pictures: LA(Phot) Matt Ellison

# Showcase finale for Geordie Gunboat

IT'S good to see that the organisers of Southampton Boat Show got their priorities right.

On a huge advertising hoarding slung down the side of a hotel, the banner proclaimed: "Tour HMS Newcastle, Play Lego." In that order, thank-fully.

The veteran destroyer enjoyed her penultimate spell in the public eye at the south coast's largest maritime event of the year.

The Geordie Gunboat leaves the Fleet in January after 26 years' service – and was given two high-profile events to go out on.

The Type 42 destroyer, the oldest vessel in the surface fleet,

was the largest ship on show in Southampton, an event otherwise dominated by the yachting and small boat fraternities.

"Newcastle is a fine ship," said weapon engineer officer Lt Cdr Ian Mills. "We are proud to be the oldest ship in the Fleet, and I have to say that for 26 years old, the old girl looks very good."

"It is so nice to be going out on a high. At the end of a career a ship may get one high-profile event. We've got two."

Beyond upwards of 10,000 visitors, the ship hosted celebrity TV chef Ross Burden (eager to remain out of the galley), the Princess Royal, and 18 members of Britain's medal-winning Olympic sailing squad.

They may – or may not – have

spotted the black cat stuffed in an air conditioning vent, a long-running joke with the ship's aircrew.

"I've sailed on everything from small dinghies to tall ships, and followed the progress of the Olympic team on TV, but I never thought I'd get the chance to meet them and actually touch a medal," said LSA Andy Doble.

Despite her age, Newcastle has been worked hard in the twilight of her career – a world tour, Atlantic deployments and most recently a seven-month anti-terror stint in the Mediterranean have all been squeezed out of the 'old girl' since the turn of the century.

As Navy News went to press, the destroyer and her ship's company were paying an emotional final visit to Newcastle's namesake city.

Among the sad duties to perform were a final march through Newcastle and returning the freedom of the city scroll to civic leaders, as well as handing the ship's much-travelled mascot, Salty the Bear, to Marine Park School in Whitley Bay. Youngsters have followed the cuddly toy's exploits since he joined the Geordie Gunboat for her world tour in 2000.

The last day Newcastle is officially needed by CINC Fleet Admiral Sir Jonathon Band is January 31, although the wind down begins once the destroyer has completed navigational training and CO Cdr Jeremy Blunden has departed in November.

■ Also bowing out on a high in October is HMS Glasgow, another of the Type 42 fleet earmarked for decommissioning under this year's defence shake-up.

The ship is spending a week on the Clyde saying farewell to affiliations which in many cases go back to the 1970s. See next month's edition for reports on both city visits.

## The sky was filled with Vengeance



NORMALLY you find the men of HMS Vengeance a few hundred feet below, not a few thousand feet above, Scottish shores.

But 24 crew from the ballistic missile submarine used summer leave to leap into the skies above St Andrews.

Two members of the Faslane-based boat's starboard crew already had basic sky-diving qualifications.

For the remaining 22 submariners, the basic Ram Air Parachute System (RAPS) course followed by two static line jumps were the order of the day.

The nine-hour RAPS course teaches parachutists how a chute works, how to leave an aircraft safely, how to cope with an emergency and how to land safely.

On completion of the practical side of the course all students had to take a written exam covering all aspects of the training – the pass mark is 100 per cent.

With the theory out of the way, the deeps moved on to static line jumps.

The Vengeance crew clambered aboard single prop Cessna aircraft, four jumpers at a time.

Their parachutes were attached to a strong point inside the aircraft using a lanyard. As each of the submariners left the Cessna, the lanyard was pulled, releasing the

chute, and it was then down to the fledgling parachutists to guide themselves safely to earth, aided by ground crew on a radio.

Bad weather – strong winds on one day and low clouds on another – hindered the expedition (Submariners Can't Fly II), but not enough to stop the Vengeance boys taking the plunge, individually and strapped to experienced skydivers, at speeds of around 120mph.

All but one of the submariner-parachutists plans to return to St Andrews for further skydiving.

Expedition organiser PO(SSM) Michael Howarth said the jumps had been a real morale raiser.

"It was a fantastic experience for all involved," he added. "I would strongly recommend this form of exped as an excellent team building exercise and a satisfying part of Forces life."



● Don't chute the messenger: (Top) A submariner floats gently to earth strapped to an instructor in a tandem jump and (above) crew wait for the world's biggest beer tap to be turned on... or maybe it's ground manoeuvres for budding parachutists

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## Merchant sailors honoured

THE sacrifices made by the Merchant Navy in the Battle of the Atlantic and in supporting the Normandy landings were honoured with a service at the Red Ensign Navy's memorial in the capital.

The ranking officer of the RFA, Cdre Bob Thornton, was president of the parade and the Royal Marines Band provided the musical accompaniment, watched by First Sea Lord Admiral Sir Alan West, at the annual memorial and reunion at Tower Hill.

One in four merchant sailors was lost during World War II, going down with 2,600 ships, victims of the ruthless *guerre de course* waged by the Germans.

The merchant marine's memorial at Tower Hill lists the names of 32,000 of the victims. It still rankles with veterans that their sacrifices are not as recognised by the nation as those made by Service personnel.

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# Seafaring hero had rural roots

**A** PEACEFUL village in rural Norfolk seems to have little in common with the carnage and commotion of the Battle of Trafalgar.

But the inhabitants of Burnham Thorpe have a very good reason to share in the national celebrations.

Because it was here, three miles from the flat, marshy Norfolk coast, that Horatio Nelson first drew breath in 1758, the son of the local clergyman.

The village's 13th Century church dominated Nelson's early years.

The font in which Horace (as he preferred to be known) was baptised still sits in the old church, where his father lies beneath a simple slab of stone – Edmund Nelson died in 1802.

Nelson's sister and brother are buried in All Saints churchyard, while a chancel cross and the lectern are made of wood from HMS Victory, a gift from the Board of Admiralty.

Indeed, Nelson made it known he also wished to be buried in Burnham Thorpe, but King George III decreed otherwise and the hero of Trafalgar now lies in the crypt of St Paul's Cathedral in London.

The Royal Navy featured strongly in Nelson's early life through his maternal uncle, Capt Maurice Suckling, who set young Horatio on his maritime career in 1771.

So Burnham Thorpe has a special place in the Trafalgar 200 commemorations, but the ripples spread wider, throughout the county of Norfolk.

After his mother's death, in 1767, Nelson attended the Paston School at North Walsham, having previously been a boarder at the Royal Grammar School in Norwich.

His Naval career took him away from the quiet lanes and marshy shores of Norfolk, and the teenaged Nelson saw places few Englishmen could even dream about – he sailed

to the Caribbean, joined an expedition to the Arctic, patrolled the Persian Gulf and the Far East and escorted convoys in the North Sea, the Baltic and the Atlantic.

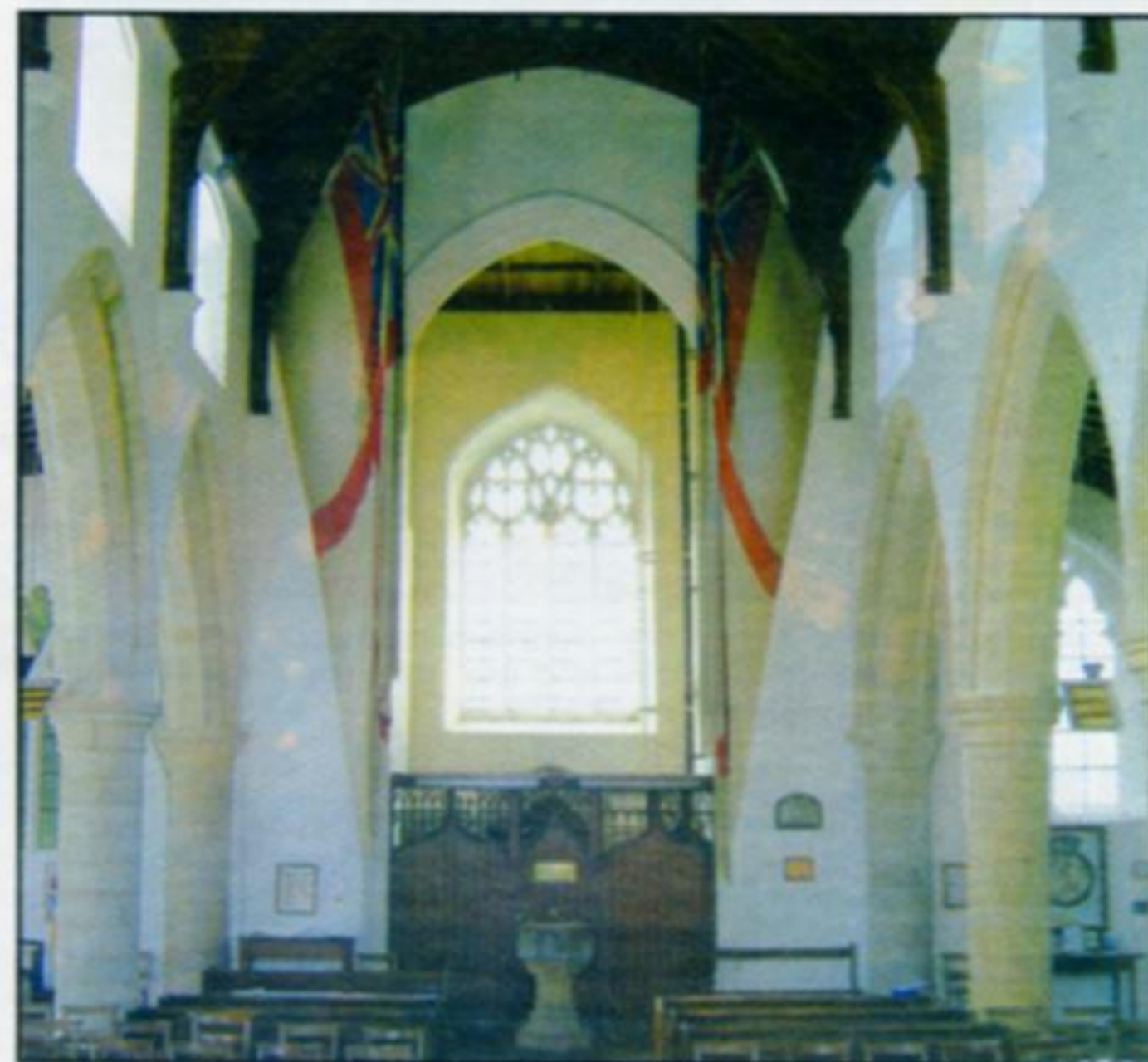
But when peace returned, the fledgling officer, under something of a cloud for vigorous enforcement of regulations in the Americas, found himself back in rural Norfolk, in the Burnham Thorpe parsonage, in 1787.

He was a regular visitor to the coaching inn at Burnham Market now known as the Hoste, picking up his mail in the hope it would call him back to active service.

It was only the outbreak of the war with Revolutionary France in 1793 that put him back to sea, in the 64-gun Agamemnon, a ship he always remembered with great fondness.

Nelson always regarded himself as

an East Anglian – he is famously quoted as saying: "I am a Norfolk man and glory in being so" – and in a neat twist of fate, Nelson's daughter Horatia, after the death of her mother Emma Hamilton in France, married the curate of Burnham Westgate in the 1820s, thus returning to the Norfolk backwater which nurtured her father more than 60 years before.



● (Above and left) The interior and churchyard of All Saints Church at Burnham Thorpe, which was renovated in time for the centenary of the Battle of Trafalgar in 1905

● (Far left) The Hoste at Burnham Market, now an hotel and restaurant, but in Nelson's day a coaching inn where he picked up his mail while waiting for a return to service at sea

## Norfolk boy is celebrated

THE WIDE range of events being held across the UK and beyond to celebrate the heroism of Trafalgar is reflected in the local programme in East Anglia.

At the centre of the programme is what is billed as the country's biggest Trafalgar Night dinner, at the Ocean Rooms in Gorleston, where a sell-out 650 diners will enjoy Norfolk roast beef as they toast one of the county's most famous sons.

North Walsham, where Nelson spent some of his schooldays, is organising a Nelson Weekend on October 21-23, including a street fair and

concert, while a Trafalgar fashion show and dinner is to be staged on October 21 at the Assembly House in Norwich.

Earlier in the year, on June 22, King's Lynn Town Hall hosts *Pirates and Pinafores*, a black-tie function including an abridged version of HMS Pinafore.

And right in the heart of Nelson country – at the village of his birth, Burnham Thorpe – on September 29 is a talk and reception at the church and pub entitled *Happy Birthday Lord Nelson*.

For details see [www.norfolk.gov.uk/nelson](http://www.norfolk.gov.uk/nelson)



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## People in the News



● Happy families: Cdr Andy Johnson and his wife Lt Voz (left) and Lt Claire McConville and her husband PO(PTI) Dean celebrate serving together on the Rock

### Mr and Mrs, serve with each other...

AN astute knowledge of Queen's Regulations has helped two Naval couples share time together on and off duty in the sun of Gibraltar.

Cdr Andy Johnson, commander of RN Gibraltar, has used QRs – and imparted knowledge of them – to help family harmony in the Senior Service.

The result on the Rock at present is that two married couples are serving as part of the RN contingent: Cdr Johnson and his wife, Lt Voz Johnson, senior nursing officer in the medical and dental unit, and Lt Claire McConville, risk manager at the RN Hospital, and her husband PO(PTI) Dean McConville, who runs the colony's military gym and organises adventure training.

Navy News often features stories about family members bumping into each other on deployments, or less frequently of fathers and sons/daughters on the same ship.

"I discovered the article in QRs just after we got married five years ago and have been surprised by the number of Service couples who were unaware of the guidance," said Cdr Johnson.

"Our respective appointers and drafters have worked very hard to keep us together and I am very grateful they did."

"Service couples are very good value for money, especially abroad as the command only has to cater for one family instead of two, which generates savings."

There are caveats to the relevant QR (number 0827) affecting collocation of personnel in shore drafts – chiefly centred around avoiding compromising chain of command.



● De la Penne friends: Capt Barrie Kent, Capitano di Vascello Pietro Ricca (Commanding Officer), Lt Cdr Tom Hunt and Adrian Holloway on the flight deck of ITS Luigi Durand de la Penne

## Only the Valiant

SURVIVORS of one of the most daring blows against the RN during World War II reunited on the ship inspired by their attacker.

Dreadnought HMS Valiant was knocked out of action for six months by Italian human torpedoes which penetrated the defences of Alexandria Harbour in December 1941.

More than six decades on, Capt Barrie Kent, Lt Cdr Tom Hunt and

Adrian Holloway – in 1941 a midshipman, lieutenant and midshipman respectively – gathered on the deck of Luigi Durand de la Penne, named after the officer who led the raid on Alexandria.

The destroyer had just been put through her paces on a Thursday War by FOST staff at Devonport before hosting the Valiant veterans.

With the 'war' over, sailors had a chance to show the Valiant men around the destroyer with a former Italian special forces member and friend of de la Penne, Professor Berlingieri.

Mr Holloway met de la Penne on the night of the attack; the Italian submariner had had the chance to escape, but had assisted a struggling comrade – and been taken prisoner as a result.

"I did not feel any animosity towards him – just curiosity and a hope that he had nothing else up his sleeve," he recalled.

"He was clad like our submariners in dark blue naval uniform and roll neck pullover."

A man of honour, de la Penne refused to tell his captors in Valiant where he had placed the explosive charges on her hull – but with minutes to go before the timed detonation, he urged the battleship's CO to save as many of the ship's company as possible.

As men clambered towards the upper decks, the charge went off, ripping a 1,800 square ft hole near A turret.

The reunion was arranged through Lt James Edmondson, recently on loan to the Italian Navy,

who wrote for Navy News about de la Penne's exploits – an article which inspired survivors of the attack to come forward.

A trip to Taranto, the Italian Fleet's chief port, was probably going to be a bit tricky, but fortunately ITS De La Penne was scheduled for some Operational Sea Training out of Devonport this summer.

"I don't think these gentlemen ever expected to be standing on a modern Italian warship in Devonport named after a man who tried to blow them all to kingdom come 60 years previously," said Lt Edmondson.

"I felt immensely proud to be in the company of these men, recounting their memories of the attack by the courageous and honourable Luigi Durand de la Penne, without a hint of animosity."

The raid on Alexandria – battleship HMS Queen Elizabeth was even more severely damaged than Valiant – wiped out the RN's capital ships in the eastern Mediterranean at a stroke; HMS Barham had been lost the previous month to a U-boat attack.

"We're having shock after shock out here," C-in-C Mediterranean Admiral Andrew Cunningham warned First Sea Lord Sir Dudley Pound.

"The damage to the battleships at this time is a disaster."

De la Penne's expertise was put to good use by the Allies; when Italy surrendered in September 1943, the midget submarines were subsequently called upon to attack the Italian port of La Spezia, by then in German hands.

### Eddie goes to Hull and back

BEARING the name of Scotland's first city, you would expect Hearts or Hibs to be the most popular football teams aboard HMS Edinburgh.

But it's a seven-strong band of Hull City fans whose voices are seemingly the loudest aboard the Type 42 destroyer.

After a few years in the doldrums, the Tigers are on the rise again, having last season secured promotion to Coca Cola Division 1 (or Division 2 to the older crew members... or the old Division 3 as was to the even more experienced sailors).

'Eddie' returned to Portsmouth from NATO duties early last month, which meant the Tigers only missed about one month of the domestic season.

And there's a good chance the Hull fans will see most games this season; Edinburgh is undergoing an overhaul from next month until next summer, keeping her in dock.

"Serving in the RN means a lot of time spent away from home," said Lt Cdr Tim Green, Edinburgh's principal warfare officer, whose pet cat Kempton has 'sponsored' Hull's first team goalkeeper for the past five years.

"If I can't make a match at least I know that I will be represented by our household moggy whose name appears in the every home programme."

Before sailing for home, Edinburgh paid an eight-day visit to Barcelona, where the Hull fanatics dropped in on the home of FC Barcelona; its Camp Nou stadium, they said, was not a patch on Hull's less-famous KC Stadium.

### Submariners frozen in time

THE deeds of the submarine service have been buried in Gosport harbour in a time capsule to signify the arm's links with the Hampshire town.

RN Submarine Museum Director Jeff Tall joined pupils from Newtown Primary School in sealing a replica of HMS Alliance and models of a VC and Distinguished Service Cross won by 'deeps' in the capsule. The box will remain unopened for 100 years.

The museum has been blessed with a visit by one of the dwindling band of survivors of HMS Truculent, which sank in the Thames Estuary in 1950 after being rammed by a tanker. Only ten men survived the sinking.

Charles Buckingham, now 86, spent nearly a decade with the Silent Service from 1942, serving in HMS Sceptre during the X-craft raids on the Tirpitz, HMS Alliance, today a museum-piece in Gosport, and after the Truculent disaster, HMS Trenchant.

### Tsar pupil Ryan makes history

LITTLE more than a decade ago, what S/Lt Ryan Coatalen-Hodgson has just achieved would have been tantamount to 'sleeping with the enemy'.

But in the post-Cold War world, the junior officer has made history as the first Royal Naval officer to pass through the St Petersburg Naval Institute.

The institute is Russia's Dartmouth, the breeding ground for young officers in what remains a formidable fleet.

Although delegates from the two Navies have visited the respective training establishments, there have been no formal 'swaps' until S/Lt Coatalen-Hodgson signed on for a six-month course.

Going through Dartmouth is daunting enough for most RN officers; going through St Petersburg is made even more challenging, not surprisingly, by instruction entirely in Russian.

Despite two years of learning Russian at university, the sub-lieutenant needed to get to grips with 'military Russian' before plunging into the world of anti-submarine warfare training.

After six months of education – six hours a day, five days a week – there were written and oral exams to pass, the latter judged by senior Russian officers, including former ballistic missile submarine commanders.

"My time at the institute provided an outstanding insight into how another Navy goes about training its young officers," said Ryan.

"It was made more interesting by the fact that



● 'I have in my hands a piece of paper'... Cdre Richard Ibbotson, (left) CO of BRNC, tours the Russian equivalent of Dartmouth, St Petersburg Naval Institute, with its CO, Rear Admiral Oleg Demyanchenko

such an exchange would have been impossible even ten years ago."

Among those seeing how the sub-lieutenant fared was Cdre Richard Ibbotson, Britannia Royal Naval College's CO, and the Senior Service is encouraging more exchanges between the two officer establishments.

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# People in the News



## Don't give up the day job...

PEOPLE regularly visit RN vessels and establishments to get a flavour of life in the Senior Service.

HMS Forward's PO Darren Quinn did the reverse to see how personnel with the Royal Naval Reserve's Birmingham-based training centre performed in civvy street.

AB(CSR) Tim Dickens, by day, is an operations manager with Leicester College; PO Quinn, Forward's permanent staff inspector, spent a morning on campus with the junior rating whose ties with the RN date back to previously offering PTI qualifications at HMS Temeraire.

From college, the staff instructor moved on to Sabras Radio, which serves the sizeable local Asian population – and is also the employer of AB(CSR) Richard Scarle, where his experience in sales has helped in spreading the forces message to the Asian community.

"Most of my colleagues don't see what the RNR does," said Richard. "It's good when your PO turns up in uniform to your day job. It shows that what we do is taken seriously."

PO Quinn says the tour of the 'front line' has proved useful.

"It's good to see the guys in their normal environment and not in uniform. A lot of us in the Navy haven't worked anywhere else so it's interesting to see what working life is like outside."

The senior rating plans more visits to RNR personnel in their day jobs to promote better links with civilian employers, and enhance understanding of civilian jobs.

## Neil's work in Iraq rewarded

THE efforts of senior rate Neil Terry in helping to rebuild Iraq have been recognised by Buckingham Palace.

The 41-year-old chief petty officer from HMS Raleigh at Torpoint was sent out to the Middle East as chief seamanship instructor with the RN team training the Iraqi River Patrol Service.

Neil spent six months teaching the Iraqis the art of boat handling, how to board and search suspicious vessels and how to protect vital installations such as water and power plants.

"The patrol was badly needed because of attacks on power stations, water plants, pipelines and oil installations," he explained.

"The thieves were very proficient at hack-sawing off parts from anywhere – including a boat crane from Saddam's yacht."

His work in Iraq – according to his citation, CPO Terry took responsibility far beyond his rank – has earned him the Queen's Commendation for Valuable Service.

Neil is continuing training duties, but back in Britain, on the staff of Flag Officer Sea Training in Devonport.

■ Operational honours, p28

## They think it's all Dover... It is now

FIVE pupils from Sandown School on the Isle of Wight sailed aboard the namesake ship from Portsmouth to Dover, writes Jade Fay.

The youngsters spent the night aboard the mine counter-measures vessel, in the twilight of her career following this year's defence review, experiencing life at sea on one of the RN's smaller warships.

Crew were on hand to show how Sandown operated, as well as explaining nautical terms and the art of uckers.

"Most of our students live near the sea and have a strong attachment to it, so careers in the Navy are always a popular choice," said science master Tim Bone, who joined the children on the trip.

"This was a fantastic opportunity for the group to find out more about different careers."

● **Unconventional attire for the staff of Flag Officer Scotland Northern England and Northern Ireland Rear Admiral Nick Harris...** The senior officer (sixth from the right in the dark green top) led his team on a 10-mile hike through the scenic Western Highlands to Arrochar on a team-building exercise. Despite an attack by the dreaded local midges, the sailors/civilian staff reached their objective: the Village Inn in Arrochar, where the drinks were on Admiral Harris.



● **The Right Stuff:** Expedition leader Dom Mee (centre) and Ross' descendant Mark Hankey (2nd right) with the remnants of the explorers' ship Victory



NORMALLY only Steptoe or son would be interested in old lumps of iron.

But for Arctic explorers Dom Mee and Lt Cdr Mark Hankey large chunks of metal in the frozen wastes of northern Canada signified only one thing: the Navy had been here before. One hundred and 70 years before.

Dom, a Royal Marines Reservist and adventurer, and Mark, by day the Royal Navy's web 'guru', plus green berets Cpls Barry Campbell and Craig Haslam, C/Sgt Mark Cowell, Mne Cronin and civilian historian Susie Cox, headed to the Canadian Arctic to retrace the snowboots of explorers Sir John and James Clark Ross.

The Rosses sought to find the North-west Passage, the fabled route to the Pacific avoiding Cape Horn. Instead, their ship, Victory, was trapped by pack ice and subsequently crushed.

Abandoning the vessel, the party trekked across 300 miles of unforgiving terrain before being rescued once they reached the open sea.

Mark, great great great grandson of Sir John, says paying his first visit to the land of ice and snow has made him appreciate his forebears' achievements even more.

"We had the right equipment, the right clothing, communications gear. Ross was unable to communicate with anyone for four years. He had to endure temperatures down to -72°. It 'only' got as low as -9° for us, and that was certainly nippy," he added.

The party found remnants of Victory's engines. The Inuit population used most of the copper on the ship, but was unable to utilise the iron.

"We stumbled upon many of the original artefacts which have strewn across the area for years. They served as reminders of the perilous endeavours faced by brave men," said Dom, the expedition's leader.

Despite fears of polar bears before setting out, few materialised

– possibly a result of the worst summer in the region in 60 years.

"It's hard to describe the desolation. We flew for four hours to get out there and passed nothing. We only saw a couple of indigenous hunters. Apart from that there was just a party of seven people and three tents on the ice."

The expedition has given Mark a taste for more ice, but this time in the Southern Hemisphere. Beyond finding the magnetic North Pole, Sir James Clark Ross made his name in Antarctica, giving his name to a sea and the legendary ice shelf.

"To go down south now would be awesome," said Mark. "The most important thing is that the Rosses receive recognition. Their story is on a par with Shackleton, or maybe even man going to the moon."

More details on the Arctic expedition can be found at [www.dom-mee.co.uk](http://www.dom-mee.co.uk)

## Relatives say 'allo 'allo to Dusty... or should that be Poussiéreux?

BOLTON lad Leading Seaman Yannick 'Dusty' Miller got an unexpected boon out of his ship's recent visit to Brest for the International Festival of the Sea.

In a true spirit of entente cordiale, Dusty, or 'Poussiéreux' to those Gallicly minded, was spirited away from HMS Norfolk to see his French aunt Annick and uncle Jean-Yves in Brittany.

Dusty last paid a call to his relatives in Carhaix some 16 years ago, but his photograph in his British Naval uniform had pride of place on his grandmother's mantelpiece up to her death last year.

The busy period at the French festival for Norfolk culminated when a platoon of 50 sailors took part in the Bastille Day parade in the centre of Brest.

In the aftermath of the announcement that Norfolk will be leaving the surface fleet, she remains busy until the end of the year involved in operational training.



● **Just don't mention Trafalgar...** Yannick 'Dusty' Miller catches up with relatives from across 'La Manche', aunt Annick and uncle Jean-Yves during HMS Norfolk's recent visit to Brest

In the steamy jungles of Malaya and the cold of the Falklands, two men fight for the honour of the Royal Marine Corps

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## Bugler Blythe sounds the death knell of piped music

JUNIOR officer Lt James Blythe found himself thrust into the front line in the Falklands at commemorative events.

The lieutenant, serving with Type 42 destroyer HMS Cardiff – a veteran of the 1982 campaign to liberate the islands – was appointed 'duty bugler' to add a touch of poignancy to ceremonies in the South Atlantic outpost.

Cardiff's Commanding Officer Cdr Michael Beardall was somewhat surprised at a memorial service at Fitzroy to find the Last Post and Reveille played not by a forces musician but by a CD recording.

He volunteered his junior officer for further commemorations on the islands, including Port Stanley's chief service to mark liberation in the austral winter of 1982, when Lt Blythe sounded the Last Post and Reveille over the



● **A fitting musical tribute:** Lt James Blythe sounds the Last Post at a ceremony in the Falklands

Parade Square.

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## Not a naff year for NAAFI

OODLES of noodles, a mountain of beans and a lake's-worth of cola has seen the biggest handout to the RN and Royal Marines in a decade from NAAFI.

The shop, entertainment and services provider to the Armed Forces has enjoyed its best spell in 10 years, allowing it to pass on a healthy dividend to improve the lot of serving personnel.

Half the £7.5m profit the organisation has made in 2003-04 is being ploughed back into the forces for community/facility projects, such as a minibus for families at HMS Drake.

The RN's share, based on the size of the Senior Service and the amount its personnel spent with NAAFI, is £670,000, up more than £100,000 on last year's handout.

Beyond the establishments and newly-set up shops in Iraq, NAAFI runs more than 30 shops aboard RN ships, chiefly capital vessels, destroyers and frigates.

Chris Reilly, NAAFI chief executive, said in the past year sailors and marines at sea had spent more than £6m in the organisation's shops.

He ascribes the rise in profits – and hence dividend – to improving the way NAAFI is run and widening the choice it offers.

Revamping 'stores' in HMS Exeter, Cumberland, Campbelltown and York also helped to improve profits, and more ships will see their shops overhauled when they go in for lengthy maintenance.

"Our improved service to the Forces is really paying off. This year's results are outstanding," Mr Reilly added.

"We've worked hard to overcome difficulties, but our presence is essential in supplying the Navy with familiar products while they are serving away from home."

For statistics lovers, service personnel in Iraq munched their way through 10 miles of Pringles crisps, 50,000 ice creams and 135,000 litres of cola, while those in Cyprus saw off more than 30,000 Pot Noodles.



## X Factor adds to museum

A £3.1m revamp of the spiritual home of the Silent Service is a step nearer completion after the centrepiece of the transformation was moved into place.

X24 is the sole survivor of the X-craft which raided German and Japanese shipping in 'safe havens' in World War II.

Now the boat, for so long exposed to the elements at RN Submarine Museum in Gosport, can begin to take shelter after being lifted into her new home.

The veteran submarine forms the heart of the Fieldhouse Building, a futuristic-looking exhibition hall being built opposite HMS Al-

liance at the Gosport memorial to the men of the deep.

Beyond protection from the elements, the multi-million pound centre – partly funded by Lottery money – will allow the 27-ton craft to be displayed properly, and her role and that of her sisters fully explained.

X24 was twice committed on operations in the Norwegian fjords. In April 1944 she was sent to destroy floating docks in Bergen.

The first raid failed to destroy the docks, but X24 succeeded in despatching a merchantman.

Sent back to destroy the docks in September 1944, X24 was successful.

"This secures her future and means we can do justice to the X-

craft and the men who performed such brave and amazing exploits," said museum director Cdr Jeff Tall.

Lasers were used to ensure the submarine, split into two parts, fitted together perfectly on the floor of the new building.

"This is a real milestone. X24 is the purpose for which this £3m extension is being built and will be the centrepiece," Cdr Tall added.

## Bulwark tragedy remembered

THE tragic loss of pre-dreadnought HMS Bulwark will be honoured by sailors of subsequent ships to bear the name at a service to honour the 90th anniversary of the disaster next month.

The battleship blew up at anchor in the River Medway at breakfast on November 26 1914.

It is thought faulty cordite caused the series of explosions which tore through the ship, raining debris down up to four miles away.

Only 14 men survived the catastrophe; five subsequently died of their injuries, beyond the 700-plus men, including CO Capt Guy Sclater, killed instantly.

Although officially a Chatham ship, most of Bulwark's crew were drawn from the Portsmouth area.

Among Bulwark's previous commanding officers was Polar explorer Capt Robert Falcon Scott.

Nine decades on, the HMS Bulwark, Albion and Centaur Association will be laying a wreath over

"It was a poignant and historic moment seeing her get under way again, albeit on the back of a lorry, especially when you think of all the amazing journey she has had in the past."

The new exhibition hall, shaped like a submarine and named after the late Admiral of the Fleet and champion of the Silent Service Sir John Fieldhouse, is due to open in July next year.



● Victim of faulty cordite? Pre-dreadnought HMS Bulwark, here at anchor before the war

the wreck site, aided by the great grand-daughter of one of the men lost who is coming from Brisbane in Australia to attend the ceremony on Saturday November 27.

Commemorations continue on the Sunday with a parade and

service at Woodlands Cemetery in Gillingham where there are mass and individual graves for Bulwark's dead.

More information from Mike Bridges, vice chairman of the BAC Association on 023 9238 6866.

## A change's as good as a Bucharest

WITH A shrill shriek of a bosun's whistle, a throaty shout in unison by her new company and a stirring martial tune from a contingent of the Royal Marines Band, former Royal Navy frigate HMS Coventry was formally commissioned by the Romanian Navy with her new name, RNS Regele Ferdinand, at a ceremony in Portsmouth.

First of two Type 22 Batch 2 frigates to be bought by that country (the second, the former HMS London, now to be the Regina Maria, is due to be delivered in the spring), the ship's handover follows a 12-month regeneration programme to operational condition.

Speaking to Romanian President Ion Iliescu and Minister of Defence Ioan Mircea Pascu, at Victory Jetty, Lord Bach, MOD's Procurement Minister, said: "The UK and Romania have developed a close and special relationship, and the handover of this vessel is a reflection of the increasing defence co-operation between our two countries."

The refurbished ship has been fitted with a 76mm rapid-fire gun, as well as other equipment including voice and data satellite communications and electro-optical tracking systems.

Ian Booth, Managing Director of Fleet Support Limited (FSL), the organisation which is regenerating the ships as part of a £116m deal, commented: "The vessel's sea trials have shown that these ships are extremely capable, and this specific experience will allow FSL to provide valuable assistance when phase two of the regeneration is subsequently carried out in Romania."

Before leaving for Romania next month, the 203-strong company of the Regele Ferdinand (named after King Ferdinand I of Romania) is currently undergoing several weeks of preliminary sea training.



● An unfamiliar look to a familiar ship. The former HMS Coventry on trials in the Solent under the Romanian flag, with a new main gun fitted

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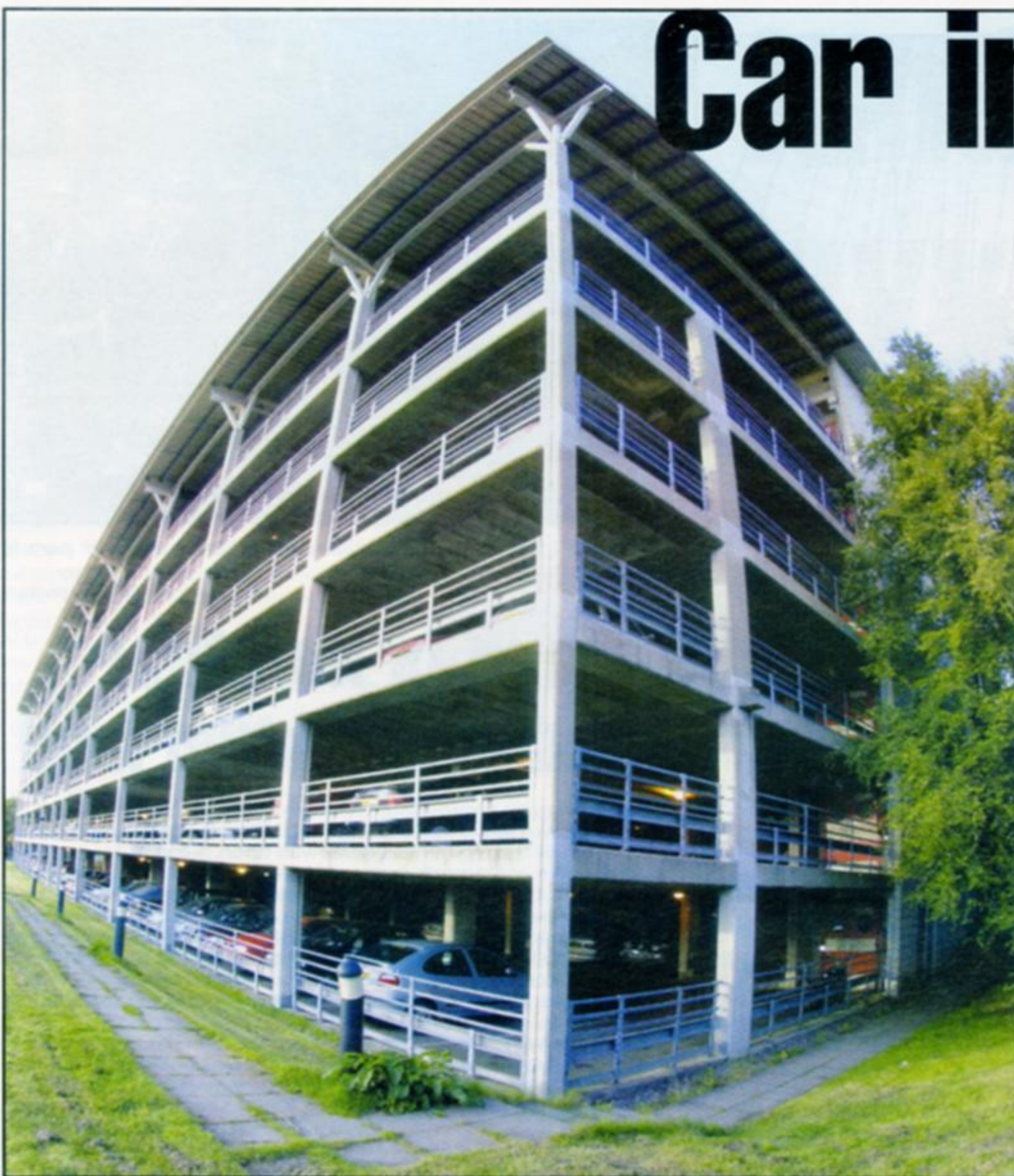
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# Car initiative in train



● The multi-storey car park at Clyde Naval Base, which has a capacity of 600 cars

WITH major projects changing the faces of the three UK naval bases, one long-standing problem has been brought into sharp relief – that of car-parking and car passes.

Although plenty of effort is being put into solving some of the biggest headaches, there is a warning that expectations cannot always be met – and that in the long term people must be prepared to be more flexible when getting to work.

Car parking has been one of the most emotive and frequently-raised topics for the Rebalancing Lives (RBL) team, and Captain RBL, Capt Simon Ancona, believes the subject deserves close scrutiny.

His team spent the winter gathering information from a Fleet perspective (RBL is a CINCFLEET initiative, though the benefits go beyond the Fleet) and they have now finished their report.

Capt Ancona acknowledged that the paper is not Navy-wide, predominantly addressing issues raised by front-line personnel on ships and submarines without fixed routines and work locations.

And although it only refers to Portsmouth, Plymouth and Faslane, Capt Ancona said many of the findings, complaints and proposed solutions could be applied to air stations and barracks, and would affect anyone employed in a naval base, military or civilian.

Key personnel and people serving in ships and submarines were invited to join discussions, and feedback letters added to the sum total.

A draft paper was sent to each base for further feedback as well as a



## RE-BALANCING LIVES

summary of work under way.

"One of the main issues appears to be a matter of perception fuelled by an apparent lack of communication to Fleet units, leading to a belief that there is little interest in this particular area of grievance and that very little is being done," said Capt Ancona.

"We quickly found that this was wrong as each Base has car parking firmly on its various development and management committees' agendas where the subject is frequently discussed and considered."

**He added that although a difficult and emotive subject, the bases had "achieved a great deal" recently, but that communication with Fleet units about what was being done should be improved.**

"All the Naval Bases agree that although one size does not fit all, it is evident, however, that there is scope for greater sharing of best practice between bases," said Capt Ancona.

"One particular key theme that has emerged from the Fleet paper and the Base responses is a cultural one."

"There is an expectation amongst Service personnel that they are entitled to have access to car parks immediately adjacent to their current place of employment."

"Unfortunately, due primarily to security considerations and the fact that considerable portions of the Naval Bases are now owned by civilian companies, this is no longer the case and military personnel must get used to parking further away."

"However, it is accepted by the Naval Bases that there is work still to be done in improving the frequency and routing of the internal bus services to support this concept."

Current car parking issues have been identified as:

**Portsmouth:** Major works such as the Junior Rates Single Living Accommodation have had a major impact on car parking.

A recent study identified around 1,100 extra spaces, of which 759 are 'quick win' but at a cost, including the clearance of jetties, car parking area and other unallocated spaces – work is already well under way.

**Devonport:** The Armada project (single living accommodation rebuild) is likely to affect car parking, and measures will be taken to minimise the problems.

The geography of Devonport Naval Base results in the waterfront and ship berths being some distance from available car parks, causing complaints within ships' companies.

**Faslane:** The multi-storey car park is soon expected to be changed to

'livers-in' only as part of the overall new build programme, reducing car spaces. The potential for new car parks "is being actively addressed."

Some initiatives are universally supported – the use of traffic wardens, called Traffic Management Officers, for example, is in place at Devonport, has been recently introduced in Portsmouth and is supported as a policy in Faslane.

Contrary to popular belief, the enforcement of parking rules (including dockyard equipment in the wrong place) helps everyone.

But a common enforcement and towing away policy has been challenged by Devonport and Faslane – in the latter case, exclusion from the base by repeat offenders is a last resort because of the base's isolation, and a distant 'sin bin' is used instead.

One key element of car parking strategy in all establishments is the improvement of internal bus services.

The Portsmouth service, which is under regular review, will call at the Nelson Personnel Centre in planned trials, while the current ten-minute frequency at Devonport is deemed satisfactory, sparking few complaints.

In Scotland, planned improvements include targets of a continuous shuttle at peak times, reducing to every seven minutes during the day.

Faslane already benefits from a Married Quarters estate bus routine, and an assisted travel scheme which subsidises a home-to-duty bus service for MOD civilians.

A proposal to introduce a cash deposit or fee for passes was rejected as too great an administrative burden.

The long-term strategy in Portsmouth aims to encourage eco-friendly alternatives to the use of cars, such as bus services from specific concentrations of workers and making the base more cycle-friendly. This is in line with Government policy no less, and at the very least, improved access would reduce the chance of queues of cars going nowhere while belching out fumes.

At Devonport a professional traffic engineering consultancy firm has been engaged to help draft an integrated traffic management plan, with input from Fleet units.

Faslane is looking to emphasise the use of car parks in the future, keeping cars away from busy working areas.

Plans to withdraw passes from personnel who live close to work drew mixed reactions – in Portsmouth, it was felt to be a matter for each ship or lodger unit, while the idea is to be further considered at Devonport.

Faslane planners believe there will be little practical benefit because of the relative isolation of the base.

The idea of providing a multi-storey car park, even if funded, would be for the long-term, but it is acknowledged at Devonport that such a facility would still be a long way from some places of work or jetties in any case.

Anyone wishing to contribute to the debate should do so through customer satisfaction surveys at each base.

As the RBL team put it: "Mumbling over a beer might make one feel better, but it won't make the situation any better."

## Drafty



# Drafting wheels keep on turning

**A message from  
Drafting  
Co-ordination  
Officer Lt Cdr (Rtd)  
Mervyn Dunhill**

THE Drafting Co-ordination Office can be considered to supply the oil that keeps the drafting wheels turning (cliché or what?)

Its numerous functions include

■ Draft order processing (if you didn't receive your appointment, draft or movement order, it's not our fault, it's the distribution within your unit!)

■ Initiating clearance procedure for Local Foreign, Exchange and Loan Service

■ Processing applications for Criminal Bureau Records checks (of which more anon)

■ Squeezing as many as possible on to Command Courses (an old chestnut this, but "no Command Course = no Promotion" is the order of the day, to which on April 1 next year will be added "no Command Course = no Local Acting Rate")

■ Hastening overdue Medcat reviews

■ Co-ordinating the monthly signal notifying requirements for non-Squad jobs for Squaddered rates.

Also, before passing the baton, DCO is the interim editor of the Drafting Regulations (BR14), of which a new edition can be expected before too long.

**Criminal Records Bureau Checks**

In accordance with current legislation, anyone working with children or vulnerable adults, either as volunteers or employees, must be subject to Criminal Records Bureau (CRB) checks.

Events widely reported in the media not so long ago dramatically highlighted what can happen if these checks are not carried out.

Within the Naval Service, all Careers and Family Services personnel, Regulating, Medical and PT Branch personnel and Chaplains have to undergo these checks.



*"This will keep you going!"*

In addition, all Service personnel working with the cadet forces, regardless of their branch, have to be checked out.

Certificates of Suitability, the result of a clearance from the CRB checks, are valid for five years and are portable between posts with similar duties or similar types of voluntary work.

There are two levels of clearance, Enhanced, mainly for medical branch personnel, and Standard for everyone else.

**Command Courses**

Did you know that in accordance with DCI RN 137/04, from April 1 next year, promotion to the local act-

ing higher rate will not be authorised unless the appropriate Command Course has been successfully completed?

As at the beginning of August, there were 65 Petty Officers holding Local Acting Chiefs' rates, 198 Leading Hands holding Local Acting Petty Officers' rates, and 507 Able Rates holding Local Acting Leading Hand rates who do not have the appropriate Command (or Leadership) Course qualification; by the time you read this there will only be six months to D-Day.

There now follows good news and bad news.

The bad news is that Command Courses between now and next April

are currently fully booked.

The good news is that as start dates approach (a course for both Senior and Leading Rates starts on virtually every Monday of every term) numbers tumble as block bookings are not filled and as individual bookings are cancelled, and, despite over-booking, courses rarely run to full capacity.

The solution is to render a C240 to be a short notice volunteer for a Command Course.

Ships' programmes may dictate that the C240 has to be caveated with a period of availability.

To be a short-notice volunteer you must be physically fit to RNFT standards, medically fit as certified by a medical officer, have your 4-Part Documentation signed up, your lecture prepared and your kit up to scratch.

Details can be found in Annex B to RNTM 242/03.

**A Post Script**

Any former CND officers who have served in Centurion may like to look at the At Your Service page, p17, under *Reunions*, for brief details of a final Mess Dinner.

## The Co-ordinating Cast

Drafting Co-ordination Officer:

**Lt Cdr (Rtd) Mervyn Dunhill**, 93844 2565

Assistant Drafting Co-ordinator:

**CPOWTR Ray Lucas**, 93844 2567

Course Co-ordinator:

**E1 Mrs Sue Tench**, 93844 2566

Draft Order Processor & LFS Clearances:

**E2 Mrs Pam Miles**, 93844 2532

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## 'Beam me up, Horatio': sci-fi actors drop in on dockyard

PORTSMOUTH dockyard was subjected to an alien invasion as TV bosses chose the Naval base to launch a new science fiction comedy show.

The cast and crew of *Star Hyke*, which begins filming this month, chose the Action Stations exhibition centre championing the technology of today's RN to highlight the series.

The programme will focus on the deeds of Capt Blowhard and the crew of starship *Nemesis*.

Even before it airs, the show has built up a cult following among science-fiction fans and is the first UK star-travelling comedy since *Red Dwarf*.

Sci-fi actors Claudia Christian, best known for the show *Babylon 5*, *Star Wars*' Jeremy Bulloch, and 'Bond Girl' Rachel Grant, plus Portsmouth actress Fiona Reynard, were put to work on Action Station's RN team challenge.

The most technically-advanced kit the actors and actresses got to grips with were RN-based simulators (warp drives aren't yet standard fit in HM warships).

Action Stations staff also had the sci-fi team building and firing water rockets – a team-building challenge normally reserved for youngsters.

## Extra training for reservist logistics specialists

IN line with the Resource Pool Roster strategy, the Royal Naval Reserve's Logistics Specialisation is introducing a national training week, the first at HMS Caledonia in Rosyth. The training week works alongside the quarterly regional training weekends and reserve training centre instruction. It also supplements lead school formal training and provides a consolidation period of training focused on front-line operations. More details are available from Cdr Andrew Gould RNR.



● This is a ropey job: (Left) S/Lt James Baker climbs the Gorch Fock's rigging and (above) wheel of fortune: MID Alex May at the helm of the Deutsche Marine's sail training ship

# Trainee officers on an even Kiel

EIGHT future RN officers were in Kiel as guests of the German Navy for the start of a trip of a lifetime.

Flown in from Dartmouth at the end of term, the eight – six aspiring Fleet Air Arm pilots and two engineering undergraduates – arrived at the German port to join some 120 German cadet officers on board the 300-foot sail training ship *Gorch Fock* for a training voyage.

The ship set off in late August bound for Portimao in Portugal.

One of the initial hurdles for the British mariners were the German names for the 200 different ropes needed to handle the spars and

multiple sails which the tall ship could carry.

The RN contingent got off lightly as their German counterparts were restricted to ship until they could confidently list the hundreds of individual names assigned to each belay pin and associated rope.

After a hard day's physical effort running the tall ship, there was no simple option of weary collapse into a bunk – in Kiel, hammocks are definitely the in-thing. So each cadet had to learn how to sling their hammock every night and take it down every morning.

For one of the Navy team, Officer Cadet Theo Stocker, the arrival at Kiel was almost like a return home.

Theo, who is reading English and German at Oxford University, had spent the last year living in the German city as part of his studies.

Any language barriers for the remaining cadets were swiftly broken down by the convivial atmosphere of a run-ashore.

After such an auspicious start, the British cadets relished the chance to sail the *Gorch Fock* alongside their German counterparts, with a rousing welcome from the hundreds of local residents at their Portuguese finale.

The *Gorch Fock* is the German Navy's sail training ship with a complement of 12 officers, 65 rates and up to 139 trainees.



● The Highland Swing: Sutherland's ship's company parade through the streets of Dornoch

Pictures: LA(Phot) Brad Bradbury

## There is no other land than Sutherland

THERE was an appropriate welcome in the Highlands for the men and women of Type 23 frigate HMS Sutherland when the Freedom of the region was bestowed upon the ship.

The town of Dornoch, between Inverness and Wick, was the setting for the events – including a parade through the streets by members of the ship's company – in particular Dunrobin Castle, residence of Lord and Lady Strathnaver.

"I was delighted to take HMS Sutherland home to the Highlands to receive this great honour and to build on our existing, strong links with the people of Sutherland," said CO Cdr Phil Haslam.

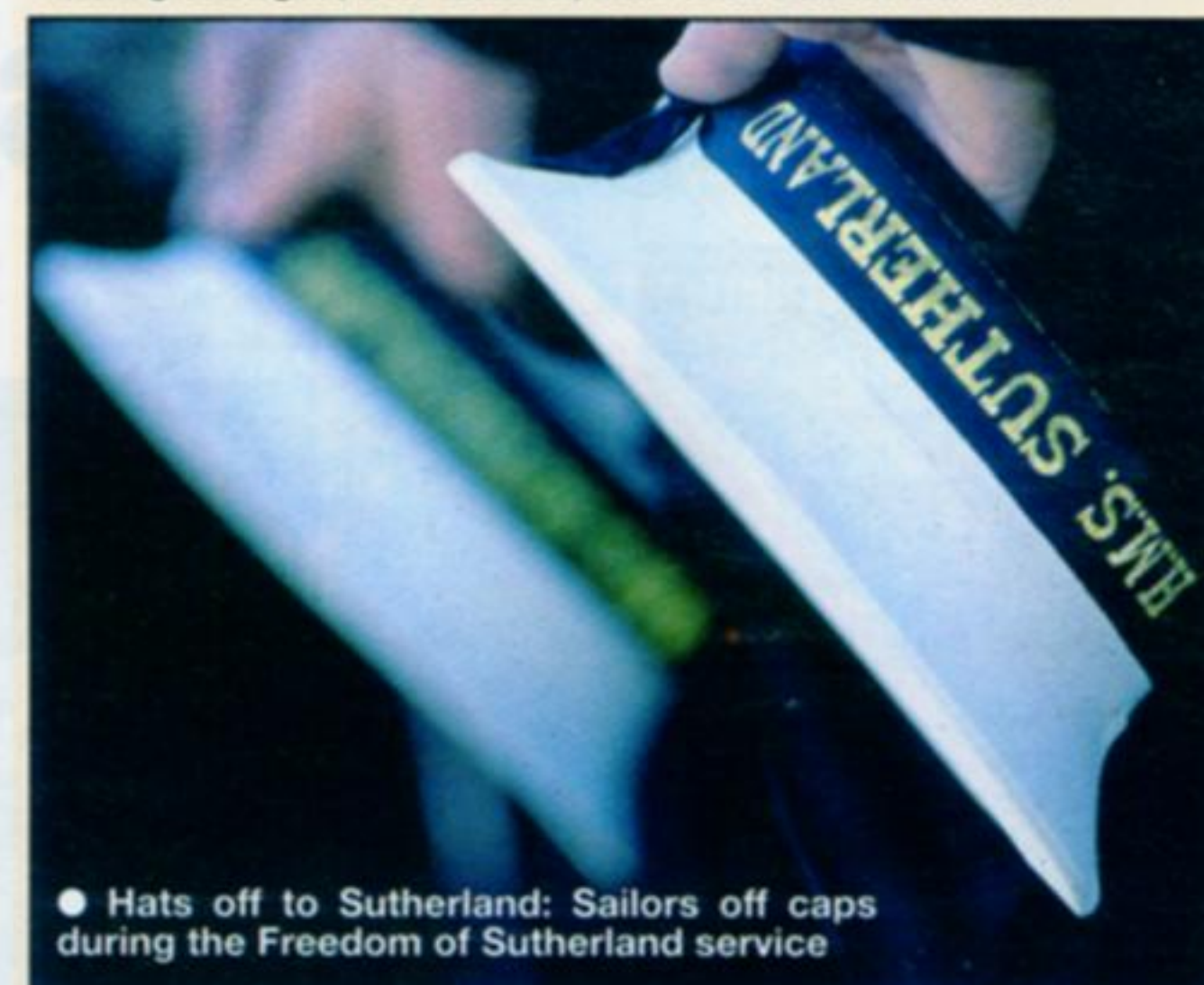
"We are very proud of these close links with the region and our deep-seated affiliations within the towns and communities."

Sutherland's mess decks are fittingly named after towns and villages in the Highlands, including Kinlochbervie, Golspie, Dornoch and Durness – and members of these messes visited their namesake communities.

Crew also held golf competitions at Cape Wrath and Royal Dornoch, while the HMS Hood Trophy was contested by the frigate's marksmen with the Gualin Gun Club.

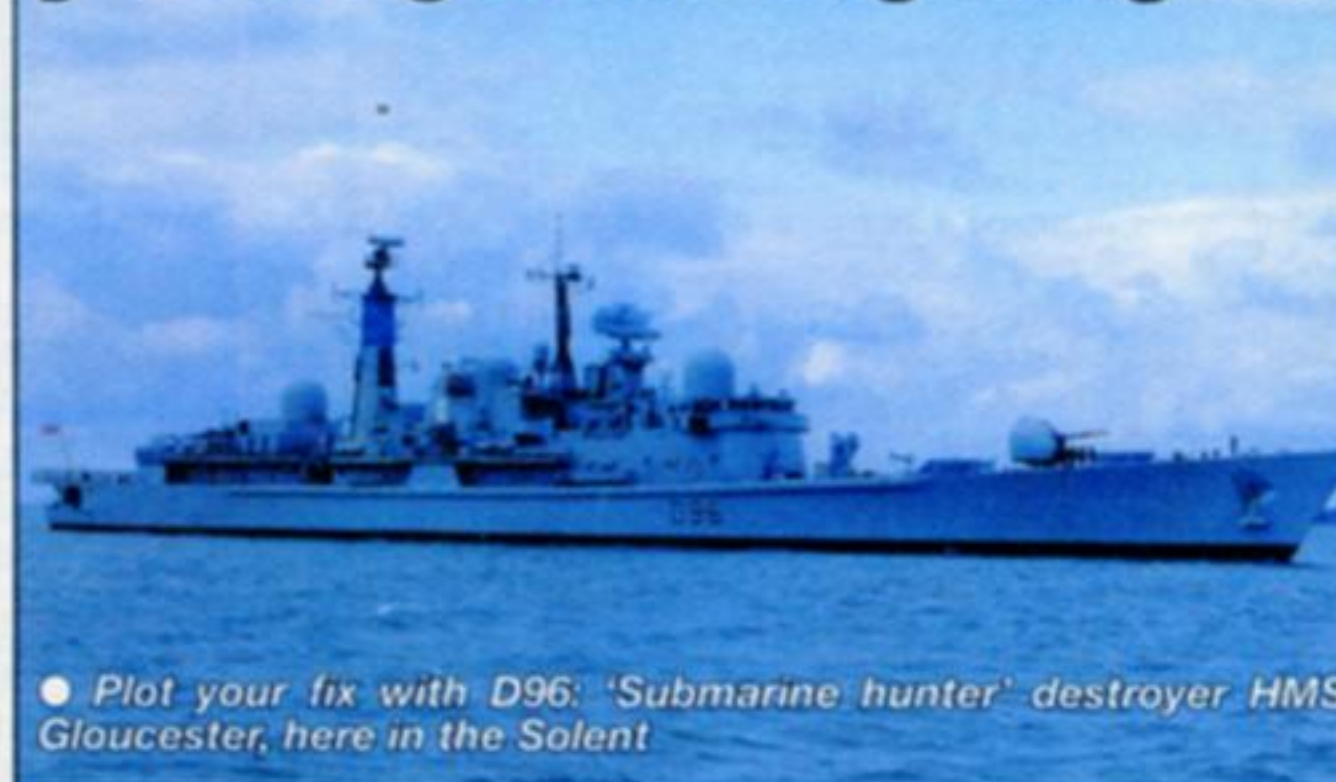
The ship herself could not berth in Dornoch; instead, she could be found a few miles to the south at Invergordon, where she was opened to the public.

En route to Scotland, the warship stopped off in Newcastle to support Naval recruiting efforts, hosting students from engineering colleges, Sea Cadets, and local school children.



● Hats off to Sutherland: Sailors off caps during the Freedom of Sutherland service

## Who needs frigates when you've got the Fighting G?



● Plot your fix with D96: 'Submarine hunter' destroyer HMS Gloucester, here in the Solent

DESTROYER HMS Gloucester has proved to be the surprise package of the Surface Fleet... as its top submarine hunter of 2004.

The Type 42 warship, built to protect the Fleet against air attack, proved more adept than the Type 22 and 23 frigate fraternity in detecting underwater 'threats' to earn the Thales trophy for sonar efficiency.

Despite an aged 2016 sonar fit, the Fighting G's underwater warfare team made the best use of what they had, first during Operational Sea Training when the ship received a 'very satisfactory' assessment from the Sea Riders, later during a NATO deployment, and finally shepherding French flagship carrier Charles de Gaulle to the Middle East and back earlier this year.

Stuart Robinson, sales and marketing manager for defence firm Thales – and a former senior RN underwater warfare officer – presented the trophy to Gloucester's CO Cdr Malcolm Cree.



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- CIEH Foundation Certificate in Health & Safety in the Workplace
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The MOD has introduced a policy of routine notification of reserve serving to civilian employers. You will be required to provide full details of your employer on joining the reserve forces and you will then be expected to inform them of your reserve liability. Reserves are normally aged between 16 and 40 (45 for ex-RNs), male or female and physically fit. Nationality - you must be a British, Irish or Commonwealth citizen to join the RNVR. A number of career paths however, are only available to British Citizens. Certain posts may also require CRB disclosure clearance.

# Force for good On your bikes!

MEDIFORCE Paramedic Services (UK) Ltd is a new business venture created by two ex-Forces NHS Paramedics.

Dickie Henderson, - Managing Director was a member of the RAF regiment from 1985 - 1997. Martin King, Financial Director was a member of the 3rd Btn, The Parachute Regiment from 1982-90.

Both have extensive service history, gaining promotion and specialising in field medicine. They both met and became friends whilst working as Paramedics in the Royal Berkshire NHS Ambulance Service in 1997.

With the advent of national registration and recognition for Paramedics, Dickie Henderson established MediForce Paramedic Services (UK) Ltd to provide a premier private ambulance service based on the professionalism and protocols of the modern evolving ambulance service.

There was a gap in the market where 'first aid organisations' and 'first aiders' were been asked to provide event medical cover to large outdoor sports/equestrian events.

MediForce Paramedic Services (UK) Ltd provides ambulances and NHS Paramedics to the private sporting/equestrian world and has a large portfolio of high profile clients.

They also provide cover to

Film/TV productions and Concerts/Festivals.

Last year saw the expansion into medical training, and they are accredited providers of Health & Safety Executive First Aid at Work training as well as the new University accredited Emergency Medical Technician (EMT) course.

This course is in essence advanced first aid, and sits between First Aid at Work and NHS ambulance training.

Successful candidates of the EMT

course are offered the opportunity for employment with MediForce and can gain valuable experience and expertise in the private ambulance sector.

MediForce Paramedic Services are a dynamic and forward thinking business, they have driven and highly-motivated ex-Forces Directors who are dedicated to be the best in their field.

They offer full employment and accredited training in Medicine to those interested in becoming Health Care Professionals.

START motorcycle training Ltd has been established for more than ten years and supply high-quality motorcycle training.

All Start Ltd instructors are licensed by the Driving Standards Agency and are regularly assessed to ensure their training skills are kept to the highest standards.

The courses provided are: Compulsory Basic Training (CBT) - this is a certificated course which usually takes a whole day, and will enable the rider to use up to a 125cc machine with L-plates on the road for a period of two years. The price for this course is £85.

For people who would like to obtain a full motorcycle licence, there are two options. If you are between 17 and 21 you conduct the training and take a test on a 125cc machine which will limit you for a period of two years to a motorcycle of not greater than 33bhp; after two years they will be able to ride any size motorcycle.

If you are over 21 you qualify for the Direct Access course (DAS), where you train and test on a 500cc machine; after you have passed your test you will be able to ride any size motorcycle. The price for these courses start at £175.

Start Ltd can take you much further than this; they provide advanced courses, or if you have not ridden a motorcycle for a while they can offer a back-to-biking service.

They can also offer Instructor training courses for people who have held a full motorcycle licence for more than three years and can help you set up your own motorcycle courses; they provide the motorcycle or scooter, all the safety equipment, training, test fees and certification, fuel and insurance.

Start Motorcycle Training Ltd looks forward to meeting you.

## The Write Stuff

THESE days everybody uses any number of technological devices, from simple gadgets such as calculators to complex hi-fi and computer systems.

One thing they all have in common is the instruction manual. At best, the instructions are easy to follow, and allow equipment to be readily set up and used.

Unfortunately, we've all experienced badly-written manuals that cause frustration and wasted time.

Every conceivable type of equipment or plant requires technical documentation to ensure that it is used efficiently and safely.

Clearly, this documentation must

be produced by those with a thorough understanding of the equipment in question.

What is less obvious, however, is that as well as technical expertise, the authors of such documents must be able to write clearly and logically. This is the job of the technical author or technical writer.

Technical Authors come from many different technical backgrounds, including, among others, mechanical, electronic and electrical engineering, computing, shipbuilding and aerospace industries.

The skill of the technical Author is the communication of information to others. Instruction books range from simple operating procedures for non-technical users of domestic equipment through to complex maintenance procedures for large plant and machinery.

Technical Authors also produce other types of documentation, such as technical reports and sales literature. The Technical Author must understand the requirements of different types of documents and user groups.

Good equipment requires the best user documentation to accompany it, produced by well-trained technical authors.

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For further details, please call Stephen Flaherty, Aircrew Resourcing Manager, on +44 (0)1772 855830 or write to us quoting reference No. 709 at Kingdom of Saudi Arabia Resourcing, BAE SYSTEMS, (W386), Warton Aerodrome, Preston, Lancashire, England, PR4 1AX.

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# Resettlement



## Plan early for business

DONE your 22? Not sure what to do next?

Seeing the uncertain employment climate on Civvie Street, increasing number of ex-Forces personnel are deciding to set up their own businesses, and many have found financial and lifestyle success working for themselves from home.

Although it is just as much hard work, you are much more likely to see the full benefit of your efforts, plus you are answerable only to yourself.

"The best way to get prepared for a Services pension is to plan well ahead," said **Will Dugdale**, who advertises in *Navy News* having set up a home-based business in his spare time early in 2003.

"After eight months I quit my regular job," he added. "If you are going to start a home business, my advice would be to do so part time (but with a full-time attitude) in your last few years in the Forces."

"That way you can have a fully-functioning and profitable business by the time you finally leave."

"Ex-Forces personnel often have the required discipline, determination and work ethic to be successful in their own home business, and there are enormous incomes to be made," said Will.

For more information on 60 Minute Money, the home business programme Will operates, see [www.homebusiness123.co.uk](http://www.homebusiness123.co.uk)

# Dive in for a new career

IMAGINE warm days, spent diving in the sea with like-minded people.

It sounds like a holiday paradise that few could call a career.

But then, few have experienced the adrenaline-fuelled rush of the Forces, let alone the extremes of active service abroad.

This is what makes people leaving the Forces unique.

After living on the edge in intense and sometimes extreme conditions, returning to the mundane routine of ordinary life can seem unappealing at best, daunting at worst.

Moving on from a life of strict regulation in a community within which you have gained unique bonds can be as emotional and challenging as serving in the

Forces itself.

But if you are about to leave, you are also about to be thrown a lifeline.

A resettlement grant gives you the chance to discover new interests and gain vocational qualifications.

It is an opportunity to take an exciting leap into a new unknown.

In fact, it's the ideal chance to explore an exotic location, centred around a SCUBA diving training scheme.

Popular destinations range from the beautiful Red Sea to exotic Thailand; but the unique versatility of the sport means you can catch waters anywhere around the world.

Relaxing in enviable coastal locations with people enjoying similar motivations, it's an opportunity to discover an entirely new social scene.

Whether you have a family and wish to expand your horizons, or you are a motivated individual looking to meet new people, it's an ideal chance to share a new vocation in a unique social environment.

Blue O2 is a company that offers such opportunities.

In association with the approved military diver training contractor, and award-winning SADS (Sub-Aqua Diving Services), they have assisted in over 150 military diving expeditions and resettlement programmes.

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It is the first step on the professional course structure approved by PADI, the worldwide qualifying body.

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Blue O2 can be contacted on 0871 711 5402, email [info@blue-o2.com](mailto:info@blue-o2.com)

## Helping Scotland's workforce

WORKFORCE Staff and Business Agency is particularly interested in the skill of ex-Service personnel who have the in-depth experience required by companies throughout Scotland.

The Helensburgh and Rosyth Workforce Consultants would be delighted to receive a call or meet anyone informally in their offices to discuss the transition from a Service career to civilian employment.

Workforce has a long history of assisting Service personnel who are considering the options of a new profession when they finish their Service career.

The change to civilian life can be daunting and Workforce want to help all they can, offering assistance and advice on the presentation and layout of personal details to the best advantage.

"The disciplined working environment and dedicated skills together with the knowledge of human resources departments that Service personnel are deeply committed and are particularly reliable and motivated makes them a desirable asset for prospective employers," explained Bev Leatherby, Workforce area manager.

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## Healthy outlook with qualifications

AS PART of resettlement training or in-service training **J M Training Consultancy Ltd** can offer service personnel the opportunity to study for nationally recognised qualifications by Distance Learning.

They have on offer, at discounted prices, distance learning courses in the following areas:

■ Chartered Institute of Environmental Health Foundation Certificate in Food Hygiene

■ Chartered Institute of Environmental Health Intermediate Certificate in Food Safety

■ Chartered Institute of Environmental Health Foundation Certificate in Health & Safety in the Workplace

The above qualifications are very desirable as part of your curriculum vitae.

The food safety certificate is a must for those intending to seek employment within the food industry, food shops, factories or food outlets.

The Health and Safety course has currency in whatever job you are applying for, as it is a generic course.

Currently they have a number of students within the Armed Forces based throughout the world.

This type of distance learning is very adaptable to the needs of Service personnel in that it allows students to study in their spare time

and to fit in their studies around their work commitments.

Alternatively, their full range of courses can be arranged on site: one day courses for the foundation level; three days for the intermediate level and five days for the advanced level at your education centres.

All their tutors are registered with the Chartered Institute of Environmental Health and the Health and Safety Executive.

In line with their Distance Learning policy they can offer the Royal Navy a heavily discounted price on all on-site courses provided you have a minimum of ten learners.

As their Managing Director, John Cave, has many years of service within the Armed Forces they understand the needs and requirements of Service personnel.

See the J.M. Training website at [www.jmtrainingconsultancy.co.uk](http://www.jmtrainingconsultancy.co.uk) for details of the courses.

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# Sport

## Q's back to expand RN's boxing base

LARGER-than-life RN boxing stalwart 'Q' Shillingford has taken the reigns of the squad full-time for the next three years to take the sport to the next level.

He is determined to see sailors and marines take some of the honours at the Commonwealth Games in Australia in March 2006.

The petty officer also wants to form the first female boxing squad in the three Services.

'Q' has coached the RN pugilists before, but on a part-time basis; now his time is dedicated 100 per cent to the sport for the next three years.

The three years 'Q' spent guiding boxers in a part-time capacity ended with the squad on a high, with each fighter rated in the top 10 of their weight category; five earned inter-

national vests and two reached ABA national finals.

Beyond nurturing the team, the physical training instructor wants to promote grass roots boxing in the RN. As a result once the RN team has finished its training at 4pm, HMS Nelson's gym will be open to community projects and sailors and Royal Marines who want to get fit.

Monday evenings will see local 12-16 year-olds from disadvantaged backgrounds taking out their frustration in the ring.

On Tuesday and Thursday, the gym will be opened to all-comers, and Wednesday evenings will be dedicated to female boxers.

"Navy boxers and coaches will be on hand to give advice and help to anyone wishing to use boxing as a way of losing weight, toning up and building up self-confidence - and preparing for the fitness test," said 'Q'.

"The staff of Nelson gym have been very supportive of Naval boxing, as has the boxing coaching administrator in ensuring there is a club in every Naval base, as well as qualified coaches," said 'Q'.

"The coaches within the Service are very professional and dedicated to the sport."

Not content with giving support to Senior Service boxers, 'Q' found himself on national TV in Dominica in the Caribbean during the summer promoting the sport on the island.

The first step towards the Commonwealth Games will be 'talent spotting' at the Portsmouth Area championships on October 14 (tickets available from HMS Nelson's OOW).

Anyone interested in becoming a boxing official should call CPO Jaz Jarry on 9375 67710. Potential boxers should call Steve Penberthy on 9380 26718 or 'Q' on 9380 24290.



● How's a bout that then? Back full time, the RN's dedicated boxing coach PO(PT) 'Q' Shillingford

Sport continues on pages 46 and 47

## Climb every mountain... (well some)

HORRENDOUS weather conditions forced RN and RM climbers to abandon their assault on the world's fifth highest peak.

The ascent of the south ridge of Makalu as part of a joint services expedition was to have been the highlight of 2004 for the RNRM Mountaineering Club.


But bad weather and unstable conditions on the ridge meant it was too dangerous to attempt to reach the 8,463m peak; the team did, however, ascend to 7,500m before returning to the UK.

On a more successful note, the mountaineers have climbed Guntbjorns Fjeld in Greenland, the highest peak in the Arctic Circle, and the second highest, Dome, as well as scaling mountains in the Swiss Alps, based out of Tasch.

Impending expeditions include the first Naval 'assault' on the famous Salathe Wall in Yosemite, a trekking and climbing trip to the Grand Tetons, also in the USA, and ascents on the Costa Blanca.

Before then, the club holds its AGM and dinner at the Tyn-y-Coed Hotel in Snowdonia on October 9.

Details on the club from Lt Cdr Jon Asbridge, military 9621 82221, or www.rnrmmc.org




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## Education

### Three centuries of tradition at Royal Hospital School

THE Royal Hospital School, is the largest full boarding school in East Anglia with some 670 boys and girls aged 11 to 18 years old. Founded at Greenwich in 1712 to educate the sons of seafarers, it moved to its present impressive 200 acre site on the banks of the River Stour in Suffolk, in 1933.

Whilst fully co-educational and open to children from all backgrounds, the school is proud of its long seafaring traditions and still holds around 12 ceremonial parades during the academic year. The children and grandchildren of seafarers may also be eligible for the school's bursaries, based on parental income.

The Royal Hospital School is the only full seven-day-a-week boarding school remaining in East Anglia and, whilst demanding high academic standards, places great emphasis on the development of

individual potential and, of course in having fun, whether it be in games, drama, sailing, outdoor pursuits or any of the impressive list of extra-curricular activities that take place after school or at weekends. There is a particularly strong musical tradition and as well as performing regularly in school, the choir and band are much in demand locally and nationally.

The school is fortunate to have financial backing from the Crown Charity, Greenwich Hospital; over £9m has been spent in the last ten years in refurbishing all boarding accommodation, building a new design technology and computer facilities, and a floodlit artificial hockey pitch. The latest additions are the two extensions to the upper sixth boarding house, a 6th form centre and the Trafalgar Rooms, where there is a café, Sky TV room, hairdressing salon and shop.



● First Sea Lord Admiral Sir Alan West inspects a parade by pupils of Royal Hospital School

## DoE-eyed at Queen's

GEORGIE Faun made a small slice of history at Queen's College in Taunton when she became the 300th pupil in the school's Duke of Edinburgh Award scheme to attain the gold level.

"The school became involved with DoE in the early 1970s and it has grown steadily both in size and popularity," said Martin Bream, leader of the Gold award section.

"Last year, out of just under 20 Gold awards in Somerset, two-thirds of them were at Queen's."

For Georgie, the gold award involved more than simply the typical public image of a trek across Dartmoor or Snowdonia, rather a mix of regular visits to an old people's home, reading and reviewing books, by authors including John Grisham and Patricia Cornwell, hockey, netball and a week's sailing at Salcombe.

Queen's is somewhat unusual in terms of independent schools in that it doesn't have a CCF unit, an omission which stems from the school's Methodist heritage.

"When I first came to Queen's I wondered if Service families would worry about the lack of a CCF," said headmaster Chris Alcock. "However, over my last three years, my overwhelming experience is that they tend to value our expertise in DoE."

Every pupil in Year 10 is involved with Bronze DoE to find out what the scheme is about. Thereafter, participation is optional, but a large number of pupils enthusiastically choose to take part.



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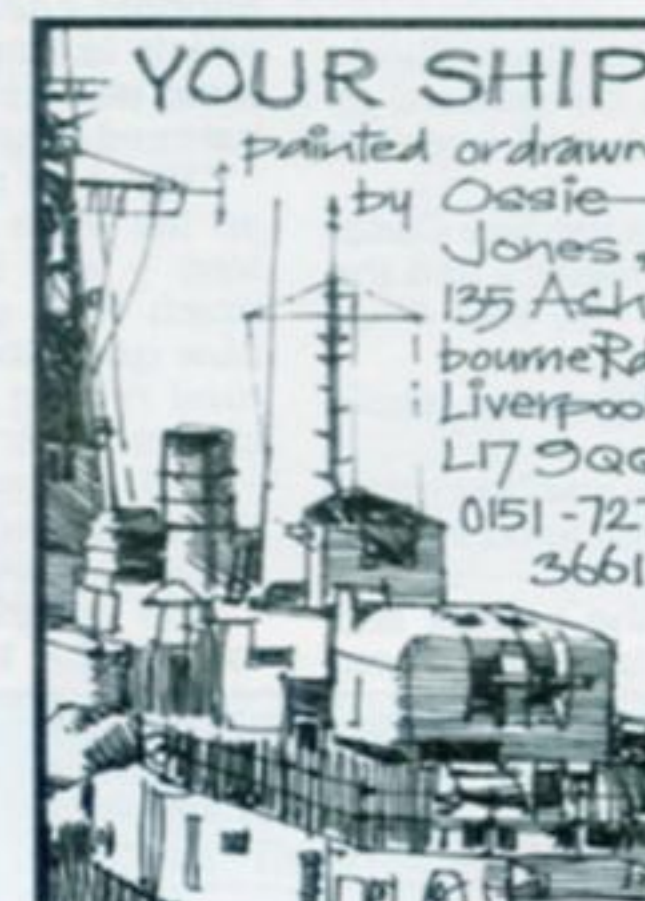
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## Sea Cadets

# Starting a spell at the SCC

**M**ASTER magician Cdre Laurie Brokenshire is hoping to pull a lot of rabbits out of his hat as he takes over as Commodore of the Sea Cadet Corps.

With the current fascination for all things magical, Harry Potter, King Arthur and so on, his appointment should have plenty of appeal for the Cadets. At the SCC Junior Camp at Tregantle Fort the theme was Camelot – so he inevitably turned up in the guise of Merlin (see below).

But the leading member of The Magic Circle faces his biggest challenge to his powers as he hopes to cast the Sea Cadet spell over the grown ups.

"There are two vital assets to the Sea Cadet Corps – one is the Cadets themselves and the other is the adult volunteers," he told *Navy News*.

"And without the adult volunteers the whole thing just doesn't happen."

"Just as with every other organisation these days, people are less and less inclined to give voluntary service."

"If you take all the cadets, the juniors and the adult helpers altogether, there are about

24,000 people involved – and of those only around 180 are paid employees, so it's a huge structure to try and support."

The situation was complicated by the fact that each one of the 400 units throughout the UK – and abroad in places like Malta and the Falkland Islands – was an individual, independent charity, and so responsible for its own fund raising.

"So although the Royal Navy supports the Sea Cadet Association – which is itself a national charity – for about half our funding, which is ring fenced for training only, everything else has got to be raised, some of it from national organisations and other charities."

"But a lot of the fund raising is done locally, so the units have to form their own committees – and depending on the area, on how much they get out into the community and how good those individual committees are at fund raising, some units will fare better than others. We try to support all of them, of course – and in terms of regattas and competitions there doesn't seem to be too much of an imbalance in the final result."

The people Cdre Brokenshire is always looking for to provide the SCC with the sup-

port it so desperately needs get a lot out of their involvement, as well as putting something in for the youth of the country.

"We are obviously interested in recruiting people who have been in the Service or who are about to leave – but we are also looking for people who have no naval background at all. Just people who have an interest. Those who perhaps always wanted to join the Royal Navy, but never did, for one reason or another – and there are many of those around."

"A lot of our volunteers are not ex-Navy, but want to do things the Navy way, which is what we're all about in the SCC."

"Some of them have qualifications already in things like sailing and canoeing, so they can start work pretty well straightaway. But we do training ourselves, both for cadets and adults, through the RYA and other organisations, and we keep up to date with all the latest developments within the Navy."

"Some training takes place at HMS Raleigh, the Navy's own initial training school. During my time as CO down there I had about 20,000 cadets go through. And there are number of other training establishments and boat stations around the country."

"I believe we provide a greater variety of skills, training and opportunity for young people than just about anybody else. We do computing, we do engineering – but our cadets like to get out and do something active. Lots of youngsters don't, these days – but lots do and we shouldn't tar them all with the same brush. There are many who want to go out to sea, do adventure training, leadership and team building which does much to prepare them for the business of life."

**W**e are not a recruiting organisation for the RN – we are out to produce better citizens for the UK for the benefit of the community as a whole.

"Even so, about 20 per cent of people who join the Navy are ex cadets of one sort or another. And they last longer, too – once you get to Petty Officer and Chief Petty Officer level you find about 40 per cent have a cadet background."

Meanwhile, in many parts of the country the Sea Cadets provided the Navy's sole visible 'footprint', said Cdre Brokenshire.

"We get a huge amount of publicity, too. We've just been looking at exactly how much we get – and in a single month we collected a pile of cuttings inches deep."

"Wherever you go there are lord lieutenants' cadets and a lot of bands and guards that are



● Cdre Laurie Brokenshire

very well received at all the civic parades, big and small. The cadets love to get out there and show off their uniforms. It's a curious thing, how these youngsters snap into things like drill and piping. Because, as I experienced at Raleigh, the parade ground was one of the most popular parts of the course – whereas people seem to spend most of their naval careers trying to avoid it!

"Anyway, it runs contrary to the perception of modern youth preferring to sit in front of a computer screen all day."

□ If you are interested in joining the Sea Cadet Corps, either as an instructor or as a behind-the-scenes supporter, tel 020 7928 8978 for details or email tsingleton@sea-cadets.org



● **MAGIC MOMENT:** Member of the Magic Circle Cdre Laurie Brokenshire – the new Commodore Sea Cadets – dons the mantle of Merlin to entertain 120 10-12 year olds youngsters at the annual Juniors Summer Camp at Fort Tregantle, across the Tamar from Plymouth

## 'Good ambassadors' all, at Normandy and Bermuda



● **SMART TURNOUT:** Steven Letts of the US Navy Sea Cadet Corps with Mitchell and Bradley Price of TS Windsor Castle unit

TRADITIONAL roast beef and Yorkshire pudding followed by apple pie and ice cream were served to 43 US Sea Cadets at the end of a two-week exchange visit.

The trip had begun with a tour of the D-Day beaches – where they said the most memorable event had been a call at the American war graves site.

They laid a wreath at the monument to Unknown Soldiers, standing in silent prayer – and later told TS Windsor Castle Vice Chairman Carl Price they felt a duty to thank the brave men who had died and were buried so far from home.

"I was deeply moved by the feelings these teenagers showed," he told *Navy News*.

Next stop was Portsmouth where they stayed on board HMS Bristol and then to Salisbury where they were much impressed by the old city and its magnificent cathedral.

Windsor and Eton unit hosted them for the last two days and nights. They visited the castle and later moved on to Buckingham Palace, where after changing into full dress uniform they attended the Changing of the Guard inside the Courtyard.

After the ceremony they went through the gardens – and were amazed to see the Guards take off their bearskins and relax casually in the sunshine!

When they returned to Windsor for their roast dinner, a good deal of bartering exchanges of uniforms and souvenirs took place, with gifts presented by the CO of TS Windsor Castle, Lt John Gathergood.

The evening ended with an appraisal of the American cadets by their officers, led by Lt Cdr



● **BERMUDA CALLING:** left to right are PO Katie Fall, Sgt Aaron Baxter, Lt Martin Calvert and PO Jennifer Turner

David Farrow USNSCC. The award for the most outstanding cadet of the tour went to Andrew Briggs from Florida.

"Their manners and behaviour were impeccable," said Carl Price.

"They came from all over the United States – from Washington state, California, Missouri, Ohio, Florida, Pennsylvania, New Jersey, New York, Oklahoma, Texas and North Carolina. And if we have left anyone's home state out I apologise!"

Meanwhile three cadets from the UK travelled to Bermuda for a 16-day International Sea Cadet Cultural Exchange.

CPO Jennifer Turner (Carrickfergus), CPO Katie Fall (St Albans) and Sgt Aaron Baxter

(Fleetwood) were accompanied by Lt Martin Calvert, CO of TS Vancouver, along with cadets from Canada, USA and Zimbabwe.

They were housed at TS Admiral Somers in St George, the home of one of three sea cadet units on the island, and met both the Governor, Sir John Vereker, at Government House, and the Premier, Alex Scott, at the Cabinet Office, appearing on TV and in the newspapers.

"They were all good ambassadors for their units, their home towns and the UK," said Lt Calvert, who has made the first steps to invite Bermudian Sea Cadets to the Trafalgar bicentennial celebrations in Kings Lynn next October.





# Gallantry Medal for human torch hero

**BRAVE** Sea Cadet Tom Thorpe, hero of a human torch drama, will be honoured at this month's Trafalgar Day Parade with the Sea Cadet Gallantry Medal.

Tom, a 17-year-old Petty Officer at Eastbourne, fought to save the life of a garage worker who doused himself in petrol and set himself ablaze on the forecourt of a petrol station.

The quick-thinking cadet, who had pulled into the station to fill up his moped, threw his jacket over the blazing figure.

He then grabbed a fire extinguisher from the kiosk to fight the flames.

As emergency services rushed to the scene, Tom had the presence of mind to shut down the fuel pumps and avert a possible disaster.

Paramedics rushed the casualty to hospital where he later died.

Commended for his bravery by police and fire chiefs, Tom will receive the rarely awarded accolade of the Sea Cadet Corps at a reception following the parade in Trafalgar Square on October 24.

## NORTH-EAST PASSAGE

**TWELVE** cadets from Kendal and Dundee spent a rewarding week on board the SCC's offshore power vessel TS John Jerwood.

They joined her in Oban, spent two days working her through the Caledonian Canal to Inverness, then had three days learning how to steer and navigate, carry out engineering checks and generally take part in running the vessel.

Highlights of the trip included meeting up with five Archer class fast patrol boats of the University Royal Naval Units in Fraserburgh, watching dolphins playing in the bow wave in the Moray Firth and a wet and bouncy ride in the sea boat off Macduff.

All the cadets passed their Offshore Hand Level 1 or 2 badges, received from CO Lt Cdr Craig Burton.



## TS Ross takes a ride in Ledbury

TS ROSS provided the guard for Ceremonial Sunset on board HMS Ledbury at Swansea – with departing ship's commanding officer Lt Cdr Peter Olive.

They had travelled up from Plymouth with their affiliated minehunter, boarding her by boat while she was exercising in Plymouth Sound and taking turns steering her and carrying out duties in the engine room, on the bridge and assisting with navigation and chart work.



## Royal return to Weston

**THE DUKE** of York paid a flying visit to Weston-super-Mare to inspect twice-winning Canada Trophy unit TS Weston.

He was met by a Guard of 24 cadets and many parents of the 84-strong unit. It was his second call there – in 1992 he commissioned the then newly built headquarters.



# If you go down to the woods today . . .

**IT WAS** all action when the leafy glades of deepest Hampshire were transformed into a combat zone for the annual summer camp of the Marine Cadets.

Detachments of budding young commandos from Sea Cadet units throughout the country had a taste

of the "green machine" as they emulated their Royal Marine big brothers for a week of non-stop training, honing skills of leadership, teamwork and self confidence.

Top of the score card as the platoons went into action were the lock-and-load tactics the Marines

do best – assault from the sea – with recon patrols, concealment, ambushes and simulated fire fights, just like the real thing.

Also on the agenda during the week-long camp at the Longmoor training facility were marksmanship and weapons training on the purpose-built firing range, with iron disciplined emphasis on the responsible handling of firearms.

Drills, patrols, sport, signals and a little traditional square bashing gave the cadets the full flavour of life in the elite Corps.

On hand to keep a watchful eye over the young "warriors" was Lt Gen Rob Fry, Deputy Chief of Defence Staff (Commitments) and the Commodore Sea Cadets, Cdre Laurie Brokenshire, who spent time "in the bush" giving the cadets the benefit of their experience.

Some 260 cadets attended the summer camp, supervised by 100 staff. There are Marine Cadet Detachments in 98 Sea Cadet Units – a quarter of the Corps – which are open to boys and girls from the age of 13.

● **RESPONSIBLE:** Lt Gen Rob Fry exchanges views with the troops (right) while weapons training is closely supervised by Royal Marines instructors (left)







# YOUNG READERS CLUB

Young Readers Club, Navy News, HMS Nelson, Portsmouth PO1 3HH

www.navynews.co.uk/youngreaders youngreaders@navynews.co.uk



## club zone

We've had loads of letters from you all - so thank you!

And it's great when we hear from new people, like Lisamarie Janman (mem. 3333):

"I'm one of your new members and I was just writing to let you know that I've just come back from spending three days in Plymouth - and one of those days was spent in Devonport at their great Navy Days."

"It was excellent. It helped me to decide that I would like to join the Royal Navy when I'm old enough."

"The sights and sounds were amazing. It was very interesting to see first hand how the Navy operates."

We've also had a letter from Charlotte Hook (mem. 2703) who has been to see another Naval location, the Royal Naval Air Station Culdrose. She writes:

"When I was on holiday in Cornwall we happened to visit Culdrose."

"We went on the guided tour which was very interesting. I learnt a lot about rescue helicopters, different types of planes and, of course, the Royal Marines."

Take a look at this tanned young man. Well, this is Nicholas Dawson (mem. 3265) who says:

"Having just got back from holiday in the Dominican Republic, it was absolutely brilliant to find out that I was one of the lucky winners in the Crunching Crocodile competition."

"Thanks to all at the Young Readers Club."

Nicholas wasn't the only winner of that fab competition. Adam Spivey (mem. 423) emailed us to say thank you and told us how much he enjoyed playing the game with all his friends.

Zach Rumfitt (mem. 3250) was another Crunching Crocodiles winner, and Zach sent us a brilliant drawing of a crocodile about to crunch! Apparently the game was a big hit with all his family, and kept them all entertained on a caravan holiday.

We had another great drawing sent in to us by Kieran Robinson (mem. 2992). Kieran sent us a wonderfully-detailed picture of the County-class destroyer HMS London. He tells us:

"My dad served on HMS London and worked on the Sea Cat and Sea Slug missiles."

"I drew HMS London because I support Chelsea, which is in London."

We've had loads more letters (I know, yet more mail - it's great!) but sadly we just haven't got the space to fit it all in this month.

Well, we thought you might like a bit of space left for this month's topic - minehunting!



# Fantastic plastic

The Royal Navy has two types of ships that search the seas for mines and unexploded bombs.

These ships are the Sandown class and the Hunt class, and they are known as mine countermeasures vessels - which is handily shortened to MCMV.

These MCMVs are all made out of a material called glass-reinforced plastic.

Now, how come they're not made out of metal like other warships?

Well, the job of these ships is to deal with any mines that enemies might leave in the path of our ships.

But mines are cunning things.

In their early days mines were just big bombs that floated in the water and if a ship bumped into one, the mine exploded.

But nowadays mines are much more sophisticated. As well as the buoyant mines (the ones that float in the water), there are mines that sit on the seabed.

These mines can be magnetic - so our MCMVs are made of plastic so that won't work; or acoustic - so our MCMVs have a superquiet electric engine system when they're in a mine area so they can't be heard.

And all these mines can count - because when ships work in a task group, the more valuable ships tend to be the ones in the middle of the group.

So these mines will count 'one', 'two', 'three' ships overhead then bang!

That is, if it wasn't for our fabulous minehunting fleet, of course, who keep the seas safe.

● Hunt class HMS Atherstone



● Sandown class HMS Blyth



## Members birthdays

October is just the best month to have a birthday - it's not too hot, it's not too cold, and everything is just golden.

If it isn't raining, that is...

Ryan Ashworth  
Christopher Barnes  
Matthew Barrott  
Jack Best  
Joseph Bird  
William Britton  
Louise Carle  
Michael Carr  
Ian Carter  
Megan Clacey  
Alexandra Cox  
Megan Cox  
Michael Croft  
Karen Crook  
Mathew Darcy  
Oliver Dove  
Alexander Drake  
Zoe Draper  
Callum Finn  
Robert Fysh  
Kristin Gambino-Dixon  
James Gardener  
James Garrity  
Helen Gent  
Carl Gooderham  
Liam Hart  
Penelope Hughes  
Jackson Jenkins  
Catrin John  
Rebecca Jones  
Floyd King  
Regan Laing  
Callun Lavington  
Kit Leahy  
Kieran Livell  
Ruth Logan  
Katie Lucas  
Sasha Martin  
Charlotte McCaffrey  
Emily Merry  
Ross Mill  
Stephen O'Dea  
Sam Porter  
Rebecca Quinn  
Bernadette Roberts  
Aidan Robinson  
Jack Sargeant  
Liam Scales  
Liam Sharpe  
Olivia Sims  
Harry Sims  
Zoe Smith  
Jack Somers  
Harriet Stokes  
Rebecca Swarbrick  
Donna Swarbrick  
John Telling  
Harriet Van Der Vliet  
James Wake  
George Warren  
Alexandra Waterhouse  
Megan Watson  
Karen Wilkes  
Laura Wood  
Thomas Young

So happy birthday to you all, we hope that you have a lovely day - don't eat too much cake though!



'Da Vinci Code' costs £9.99 for more information visit [www.playaday.com](http://www.playaday.com)  
Normal competition rules apply.

Closing date 31 October 2004.

## WIN

Are you a mathematical master? A code breaking genius? If you think you are and want to prove it, Winning Moves new game 'Da Vinci Code' is just for you! We have 35 of these terrific games to give away.

Leonardo Da Vinci was famed for being a genius and was able to turn his hand at many different things. Although he was a brilliant artist, he was also a master inventor, and designed early versions of a machine gun, helicopter and even a robot! Within his inventions he would use codes to protect his ideas, which is what this game is based on. As the game progresses, the riskier challenges become and tactical decisions have to be made.

For your chance to win your own Da Vinci Code game, just name one of Leonardo Da Vinci's early inventions, and send your answer on a postcard or email marked "Da Vinci" to the usual address.



# Where in the world...?

The ships and people of the Royal Navy have been travelling all around the world for the past few months. Here are a few of the places they have visited recently...



Obviously we think the Navy's mine clearance teams are great, but don't just take our word for it. Lt Ian Richardson of HMS Grimsby tells you at first hand:

"Do you want to work underwater with fish swimming around you or deep in the dark ocean disposing of bombs and mines?"

"The role of the Clearance Diver (CD) is exciting, challenging and fun."

"After intensive and tough training at the Defence Diving School, Portsmouth, a diver can find themselves flying or sailing around the world disposing of mines, repairing warships in foreign ports or recovering valuable equipment lost at sea."

"The diver helps the Navy protect seas around the world."

MCMVs - or minehunters - work all around the world, carrying out routine survey tasks, checking the seabed for unusual things.

Once the ship's clever sonar detects a mystery object, then the information gets relayed into the ship's operations room.

Then depending on what's been detected, where the object is, and how deep it lies, a decision is taken to send down the ship's team of Clearance Divers, or their unmanned yellow submarine, which to give it its grand title is called the Remote Control

Mine Disposal Vehicle (RCMDV), but really yellow submarine says it all.

So the ship carefully checks out whatever might be lying on the seabed.

And sometimes this mystery object might be an old bomb or mine left over from World War II, which has lain undisturbed under the sea for many years.

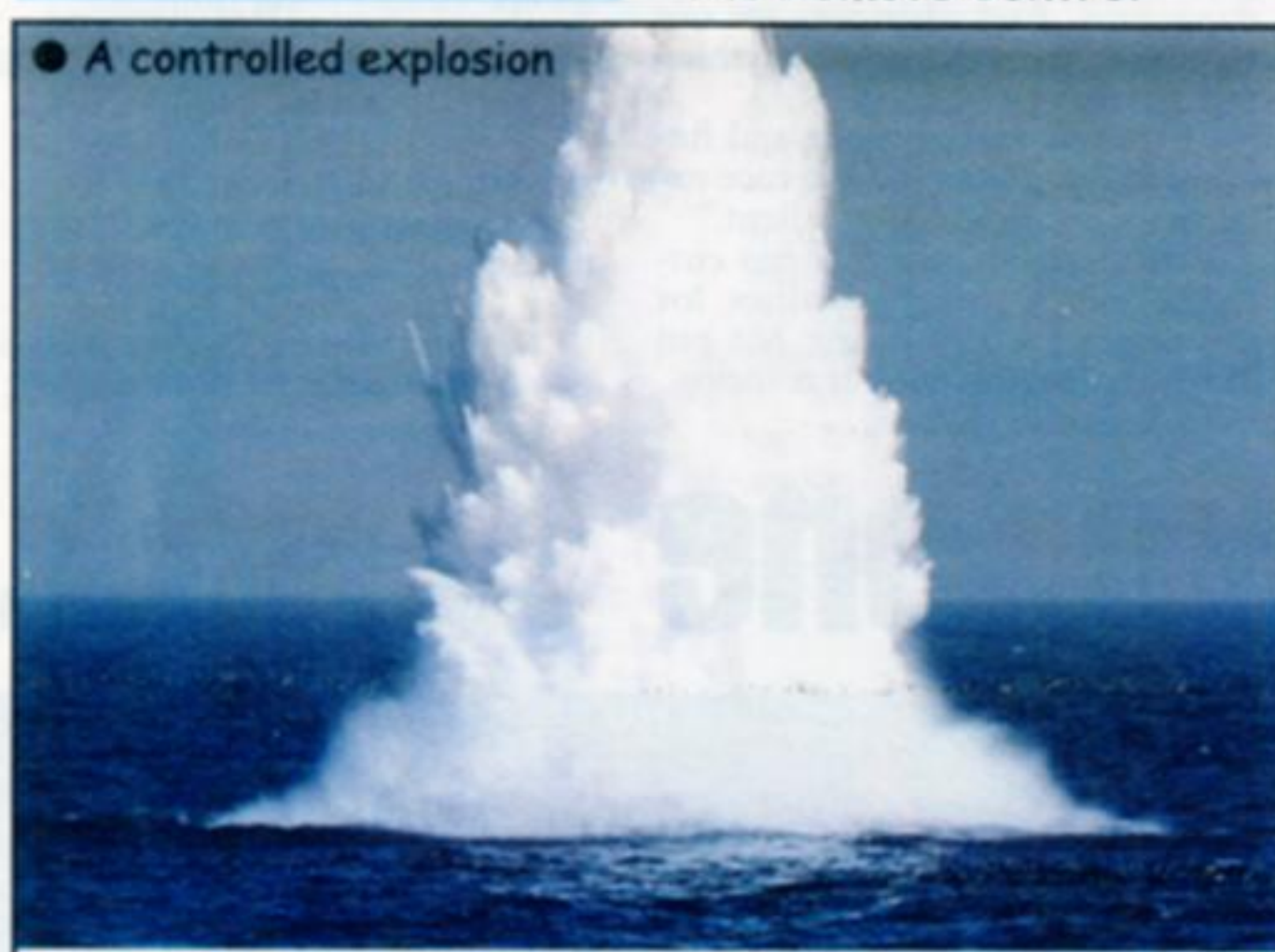
Then the ship will 'clear' the mine. They check that it is safe and that no other ships are around.

Next they lay plastic explosives alongside the mine, and the ship moves away to a safe distance.

Then they send the signal to detonate the explosives, and bang!

So the sea is all clear and safe for whoever to pass overhead, with no risk or danger.

● A RCMDV lowered off the back of a minehunter



● A controlled explosion

## We all work with a yellow submarine

### YOUNG READERS CLUB

Join the Navy News Young Readers Club and you will receive a Goodie bag, Royal Navy Baseball Cap, Membership card and exclusive membership number, Birthday & Christmas Cards, Members only competitions, Exclusive Naval Visits, Discounts to local and national attractions and much, much more!!

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To win one of these fantastic Super Badge It! machines design us a Young Readers Club members badge and send in your drawing marked "Badge It! competition" to the usual address.

Normal competition rules apply. Closing date 31 October 2004.

### This month

Holland I, the Navy's first submarine, was launched on October 2, 1901.

The credit for this submarine prototype belongs to Irish-born American John Philip Holland, whose design was used by the US Navy, and the first five submarines built in Britain were based on the American-named Adder class.

Holland I cost £35,000, built by Vickers at Barrow. Initially she was unstable but after 12 months the problems were sorted out.

She ended her days with the Navy on October 7, 1913 when she was sold off for scrapping.

A few days later, whilst under tow from Portsmouth a storm struck - and although at first it seemed she had weathered the experience with no ill-effect, on the next day she started to sink.

This was the second time that Holland I had sunk, in 1904 she sank whilst on manoeuvres. She was brought up after a month, and put back into service after a refit.

Holland I was raised from this last resting place in September 1982, cleaned and renovated, and can now be found in the Royal Navy Submarine Museum in Gosport, where the papers of John Philip Holland are kept.

HM Submarine No.1 was her official name, but she was more often known as Holland I - H1 is a much later submarine but sometimes confused with Holland I.

If you would like to find out more about submarines or visit Holland I, then pay a call to the Royal Navy Submarine Museum in Gosport.

### Next month

We'll tell you about the Royal Navy and Kings and Queens - who's who in the regal pantheon when it comes to Naval history.

Did you know that King George V, who ruled from 1910 to 1936, served in the Royal Navy for many years?

#### Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition.

One entry per person. The decision of the judge is final. Full competition rules are available by contacting us at the usual address.





# Sport



● His cup overfloweth... Second Sea Lord Vice-Admiral Sir James Burnell-Nugent presents the NATO Cup to sportsman of the year, Cpl Mark Croasdale

## Sporting stars and stalwarts rewarded

NELSON'S flagship was the impressive backdrop as the RN presented its trophies for the sportsmen and women of the past 12 months.

Royal Marine Cpl Mark Croasdale collected the coveted NATO Cup as sportsman of the year. Mark is one of the finest endurance runners in the Forces, currently holding the Inter-Services marathon title as well as being regarded as the RN's top cross-country and road runner. The green beret has represented the GB biathlon team at the Olympics (not Athens 2004, however) and appeared for the national cross country and fell running squads.

Std Zoe Hogg, just 18 months in the Senior Service, was named as young sportswoman of the year. The 18-year-old is a powerhouse in three distinctly different sports, representing the RN in badminton, hockey and rugby. Not content with that, Zoe has represented establishments in football, netball and volleyball.

Top sporting official is WO(MEA) Paul Winton, Mr Athletics. He took over running the RN athletics squad six years ago and in doing so has reinvigorated the sport. Paul has been associated with track and field in the RN for more than 30 years, first as a competitor, and subsequently as an official and administrator. Without his input, RN achievements would certainly have declined.

The RN's boxing squad collected the title of team of the year. Now rated as one of the top three squads in the country, with five internationals and five Combined Service champions in its ranks, the high point of the past 12 months was defeating the Army – sweet enough in itself, but made even better by being on TV.

Lastly, special awards were made to the members of the jubilee team which climbed Everest in the 50th anniversary of the first successful scaling of the world's highest mountain. Expedition leader Col Nick Arding and WO Dave Pearce, who reached the summit, received individual presentations.

## Partial success at the spiritual home of tennis

A DEPLETED line-up for this year's RN tennis championships caused by operational commitments did not deplete the quality on show.

PO Steve Losh held on to his men's singles title, despatching CPO Dolly Gray in the final. He added to his trophy cabinet with a win in the doubles, alongside Cdr Simon Brand, defeating Lt Cdr Andy Mills and Cdr Tim Reynolds in two sets. Trophy number three for the petty officer came in the mixed doubles with the dominant force of ladies' tennis Surg Lt Jo Cooke. The duo saw off Cdr Brand and his wife.

In the ladies' singles Surg Lt Cooke proved too strong for the most improved player of the year, Lt Katharine Rackham. The surgeon then teamed up with Lt Charlotte Bull to take the doubles title, the pair proving too strong for Surg Lt Cdr Fleur Marshall and Lt Cdr Julia Whetton.

Cdr Brand took the men's veterans' final and Lt Cdr Sean Winkle and Lt Cdr Mills took the veterans' doubles trophy.

Lt Bull took the plate singles title and the Crumplin Trophy awarded in honour of the late Lt Cdr Carolyn Crumplin for commitment and determination.



● No jacket required: The RN Ladies on the Wimbledon turf

Also at Temeraire, HMS Neptune and RM Chivenor battled it out for the Navy Cup, the inter-establishment trophy.

PO Losh for Neptune saw off Mne Marty Page, but rising star of RN tennis Cpl Chris Shimmens brought the Royals to level-pegging with a narrow victory over Neptune's Lt Cdr Nigel Canty.

The doubles match would settle the issue, and in two close sets the pairing of Capt Steve Bramley and Lt Cdr Mills proved just too strong, ensuring the cup went north of the border for the second time in three years.

In the ladies' Inter-Services con-



test, held on the hallowed turf of Wimbledon, the Army team proved all powerful, leaving the RN and RAF to fight for second place.

Surg Lt Cooke won a tight singles rubber against the RAF in two tie-breaks, and paired with PO(SA) Di Roast for a good win in the doubles. Lt Cdr Whetton and Wtr White also clinched a win in the doubles.

Surg Lt Cooke also collected the Morgan Trophy for the RN player who contributed most to the tournament and debutante Lt Rackham was selected for the Combined Services Team, as were Lt Bull and Surg Lt Cooke.



● Racing blue: Lt John Welsh's Formula 2000 racer, appropriately painted in RN livery/logo, hurtles around the Castle Combe track in Wiltshire

Picture: Steve Jones, Worcester

## John shows his va va vroom

HOW can you while away 11 minutes?

Boil three eggs, listen to *The End by The Doors* perhaps?

Or hurtle around one of Britain's race tracks in a Formula 2000 car at speeds upwards of 150mph.

Portsmouth-based officer Lt John Welsh showed his racing skill for the first time in earnest on the tarmac of Castle Combe circuit in Wiltshire.

John carved his way through the field in his £8,000 car.

Unfortunately a gear problem on the first lap meant that the nine cars behind him had already raced past him.

So finishing the 10-lap contest in 21st place 11 minutes or so later – the race leader zoomed around the 1.85-mile circuit in 1m 6s – was a first-rate performance.

Certainly the junior officer is

surprised by his ambition and skill behind the wheel.

He was driven (no pun intended) by his desire to keep the RN's end up, so to speak.

"I overtook two people straight away but got stuck in first gear. Within seconds I was right at the back," he recalled.

"I felt really embarrassed. I was racing for the Royal Navy – and you cannot have the Royal Navy coming last."

John's racing ambition was highlighted in *Navy News* July edition.

The car is owned by the junior officer, by day on the staff of NTE(TTD) in Portsmouth which works out the training required to operate new kit for the RN, but Naval recruiters saw the value in the

vehicle – hence the Senior Service livery.

From 30th place, the lieutenant put the pedal to the floor and began to regain some Service pride.

"One guy spun off, another's engine blew up, another also spun off," he explained.

"Apparently some of the manoeuvres I was making were dangerous. But racing by its nature is dangerous. And when you are out there you don't think that anything will go wrong."

"I started in 21st place and finished in 21st place, but the race experience I gained was excellent."

Unfortunately, the RN has curtailed John's racing activities for this season; a staff course has put him out of action until next spring.

## One down, one to go...

THE RAF were dispatched with aplomb as the Senior Service opened its Rugby League Inter-Services campaign in style on home ground.

The full squad and the academy side both saw off the fliers at Burnaby Road.

The full side were 10pts up within 10 minutes with tries from Paul Clark and James Wagstaffe and one conversion from the boot of Scott Partis.

The RAF kicked back with a penalty, but the impetus lay with the RN as second row Danny Fallon celebrated his first cap with a great try to give the Navy a 14-2 lead at the break.

After a scrappy opening to the second half, winger Marc Warren re-asserted the Navy's dominance with a try on the right, converted by Partis.

Partis kicked another penalty before Richie Neve completed the RN's scoring, putting down under the posts. Once again Partis converted.

With an unassailable 28-2 lead, the RN squad took their foot off the gas, allowing the RAF to run in two tries, one converted, in the closing 10 minutes to make the final score of 28-14 make the match appear closer than it was.

The academy side scored an even more comprehensive victory,



● Grounded: Another RAF attack is brought to a halt by the dark blue of the RN

Picture: LA(Phot) Nicola Harper

although at half time it looked as if they would founder.

The airmen went into the break with a 10-6 lead; the RN failed to take their chances, beyond three penalties kicked by Dean Smallbone.

Paul Read set the stamp on the second half with a try on 44 minutes to level the scores; it was the straw which broke the camel's back.

## You win some, you lose some

NAVY cricketers failed to steal the Army's crown in the Inter-Services festival, but at least they saw off the RAF.

Burnaby Road in Portsmouth was the setting for three days of leather upon willow.

The RAF put the Army into bat on day one and the soldiers promptly ran up a respectable 256-6, which the airmen fell 55 short of.

Day two saw the RN electing to field as the RAF struggled to 96-6, before an impressive 7th-wicket stand of 65 helped the fliers to 179 all out.

A 3rd-wicket stand of 68 by OM C Penner (HMS Exeter) and Cpl S Needham (Cdo Log Regt) provided the backbone of the RN's response, before a middle order collapse left the sailors on 102-77. New cap Me A Rodzoch (45 Cdo) and a lifesaving 37 from Mne G Jackson (UKLF CSG) steadied the ship sufficiently before veteran Lt Cdr C Slocombe (845 NAS) hit the winning runs with 11 balls to spare.

The Army elected to bat in the deciding clash, and promptly ran up a total of 240-8. LPT M Toogood (HMS Iron Duke) proved the most reliable of the Navy bowlers, taking 2 wickets for 40 runs. Unfortunately the batsmen never got into their stride and at 40-5, a real drubbing looked imminent.

Rodzoch again impressed with a 54 and Lt J Parker (HMS Nottingham) hit 30 to bring some respectability to the scoreline, but the RN still fell far short of their target, skittled out for 157. As a result the Army held on to the Inter-Services Trophy they won on home ground last year.

HMS Temeraire in Portsmouth will be holding cricket coaching courses between Monday November 1 and Wednesday 3 (ECB Level 1) and Wednesday 3 until Sunday 7 (ECB Level 2).

## Portland gets 'em going

TYPE 23 frigate HMS Portland performs the honours in the Solent as racers in the BT Global Challenge boats set off from Portsmouth on Sunday October 3.

The yachts arrive in the start box opposite Southsea Castle at 1pm and get going at 2pm.

The first stop on the race is Buenos Aires (minus HMS Portland).





## Novices show what a punch they've got

NOVICE boxers have the chance to shine before fight fans and boxing coaches at the Portsmouth area novice championships.

HMS Nelson gym is the venue on Thursday October 14; the event is open to any sailor/Royal Marine working in the Portsmouth area either in an establishment or afloat.

Details from WO1(PT) Young on military 9380 22828.

Meanwhile, champion boxer Kev Connelly returned to his roots to help RN recruitment.

Mne Kev, currently holder of the RN welterweight title, went back to Peterborough to promote the RN/RM as a career for youngsters in Cambridge-shire by spending three days at the city's RN careers office.

"The fact that I could continue with my boxing was a real bonus for me in joining the Marines. Winning the Navy Cup this year has been a real achievement," he said.

Sport extra – p40

# Sean sets the cycle standard

CYCLING success in the Olympics has been matched by excellent achievements by RN riders, with new records set and a national title.

For the RN Road Race at Merryfield Aerodrome, Somerset, riders had to struggle against strong winds on the ten-lap three-mile course. Cdr Adrian Green (CINC Fleet) sprinted ahead of PO(PT) Sean Childs (HMS Raleigh) to take the open title. LMA Jason Wallace-Sims (Raleigh) won the RN Novice category.

The Inter-Service 10 and 25-Mile TT championships took place near Liss, Hampshire, an event which incorporated the Navy champion-

ships. Current Inter-Service champion Childs posted a 20 min 42 secs which only put him into 4th, but he had the consolation of taking the RN title. The second sailor past the post was CPO Aran Stanton (HMS Illustrious) 12 seconds later, showing signs of recapturing last seasons form in 20 min 58 secs. Cdr Green took third place.

The 25-mile championships saw Childs again as top Navy finisher in 4th, with a new RN record of 54 mins 13 secs. Next was Stanton on 54 mins 35 secs and third Green in another personal best of 58 mins 50 secs. Overall, the RN team finished runners up to the Army.

The RN 50-mile TT was held on the A38 near Chudleigh, incorporated in the Plymouth Corinthians CC Open. Although losing top spot by just 12 seconds, Childs took the

RN title in a new championship record of 1hr 54mins 13 secs. The second RN cyclist was CPO Mark Gorman (PJHQ Northwood) riding his first 50 in 2hrs 7mins. Two weeks later Childs made history by becoming the first RN cyclist to break the four-hour barrier for 100 miles at the National 100-mile Time Trial Championships near Attleborough, Norfolk in a time of 3 hrs 50 mins 29 secs, which placed him 11th overall. This smashed the RN record by over 18 minutes. It wasn't all plain sailing because at 86 mile his chain came off and at 94 miles his front wheel started to break up. In August he was runner-up in the Welsh 100-mile Championships in 4 hrs 4 mins 9 secs, near Abergavenny in humid and windy conditions.

There was success at last in early September when Childs won the Welsh 12-hour TT with a distance of 259.01 miles. The event was held in the Abergavenny, Usk and Hereford area in arduous conditions in what turned out to be one of the warmest days of the year. At the 100 mile point he was nearly seven minutes down on the eventual runner-up. It wasn't until his team returned to HQ that he realised that the PO had become champion by a single mile. He is currently ranked 15th in the 'Best British All Rounder' Time Trial Series.

## Men victorious, women vanquished

RN GOLFERS performed strongly at the Inter Service Championships held at Trevose in Cornwall.

The men regained the title on the countback system by virtue of a superior individual match win/loss record after all three teams tied with one win each. The ladies again produced a shock in tying with the Army but the RAF, pre-event favourites, were too strong, winning both their matches to retain the title.

The Navy men opened the championship against the Army to whom they had not lost since 1997 and were 3-1 up following the morning foursomes. RNSA captain Lt Guy Norris (750 NAS) led the way with partner CPO Steve King (SFM Portsmouth).

Other morning points came from LMEA Adam Hawkins (Sultan)/MEM Mike Setterfield (RM Poole) and Cdr Ian Yuill (CINC Fleet)/BSgt Joe Sharp (CTC RM).

Hawkins and Setterfield won in the afternoon, with halved matches recorded by current RN champion LMA Scott Gilbert (DMCS Blockhouse), Lt Terry Taylor (RNAS Yeovilton) and Norris.

Foursomes wins from Taylor/Joe Sharp and Hawkins Setterfield plus a halved match from Gilbert and CPO Lee McCathie gave the RN a 1pt lead at lunch.

Gilbert then beat the RAF champion on his home course and when Yuill holed a monster putt two holes from home to win his game, things looked very promising. Taylor followed with a halved match and King recorded a narrow victory over his experienced opponent. When Norris and Hawkins won their respective matches a win was secured. The afternoon finished with McCathie capping a

memorable debut with a resounding 4&2 win. The final 9-5 win was more than could have been expected.

On the final day the Army needed a halved match at worst against the RAF, while the RAF needed to secure 11 points from 14 to win – a tall order. Things were generally going the way of the RAF, but an Army revival towards the end put the outcome in serious doubt until the final match. The Army needed to win the game to deny the Navy. The RAF were one up playing 17, where a rock solid par from the light blue man did the trick and the Navy were once again champions.

The ladies won two of the three foursomes matches through the pairings of OM Claire Jones (Invincible)/CPO(METOC) Carole McMurtry (RNAS Culdrose) and Lt Lauren Hulsten (824 Sqn)/CPO Sue King (DNR). Jones with PO(PT) Wendy Briggs (Drake) showed top form in the singles with good wins. McMurtry produced one of the best comebacks of the week being four down with six holes to play and finishing with a half. The afternoon ended with a fine win from King against an opponent some 11 shots better on handicap. A halved match overall was a fine performance.

The RAF ladies have strength in depth that the Navy find hard to match and so it proved. Losing all three foursomes matches, it was left to the singles to regain some respect. Briggs and Jones once again produced the goods, the latter in a fine match ending on the final green. However, pride of place must again go to McMurtry who won her match against a single-figure player.

## Top teams too strong for Turbulent



● In case you were wondering, this is the HMS Turbulent squad: (Left to right) OM Miles, OM Ashworth, LWEA Barlow, MEM Thompson, LCH Merrett, Mr Miles, LWtr Shannon, Lt Rees and a guest player

SUBMARINERS from HMS Turbulent found themselves up against some of the top names in Rugby Union when the boat entered the Aberaeron Sevens, one of the most prestigious mini-tournaments on the calendar.

The contest in west Wales returned after an eight-year hiatus and attracted teams such as Llanelli Scarlets, Neath Swansea Ospreys and composite sides from Harlequins, Blackheath and Melrose.

The team from the Devonport-based hunter-killer submarine are believed to be the first Service side to take part in the tournament, and, says Lt Dan Rees – who attended Aberaeron School and played for the town's rugby club – the opposition was daunting.

"The Marauders had four Fijians from the Army Rugby 7s team which won this year's Middlesex 7s at Twickenham. They were beaten in the end by the Ospreys," he added.

And the submariners? They reached the semi-final of the plate competition, a creditable first performance.

## Half a century of hurt ended

FENCERS marked the centenary of the sport's association in the RN with the first Inter-Services title in nearly half a century.

Despite injury and operational demands affecting the team selection, the Senior Service still sent the Army and RAF limping home from HMS Nelson following a convincing 5-1 victory.

The RAF held the title going into the clash. Lt Cdr Matt Clark (PJHQ), Capt Al Baker RM (CT-CRM) and S/Lt Ralph Coffey (HMS Nelson) made up for an uncertain start after losing and regaining the lead twice.

A tense final bout saw Commonwealth international Al Baker deliver an unstoppable coup de grace securing an RN victory by just one hit in the first of the six weapon matches.

Next up in the epee were championship favourites, the Army, but a first bout lead from S/Lt Coffey, maintained throughout the match, soured the opposition's ardour, as Capt Baker once again struck the decisive blow.

In the sabre discipline, RN team captain Lt Cdr David Lewis (815 NAS), former CS Master-at-Arms LAEM Mark Needham (814 NAS) and S/Lt Keith Bowers (Collingwood) established an early lead against the RAF and despite a spirited comeback by the opposition, the RN held on for a third victory 45-41.

The sabre team's second match against the Army began in explosive fashion with the RN trailing 5-0 at the first interval. The sailors rallied, clawed their way back and scored a narrow, but decisive victory.

In the foil, the team dragged back a nine-hit deficit to beat the Army, but lost for the only time in the day to the RAF.

In the ladies' sabre, S/Lt Amanda Hale (HMS Nelson) defeated the female champions of the other two services to win the 'master swordswoman' title.

The RN Amateur Fencing Association is marking its 100th birthday with a dinner for members past and present in the Old Naval Academy in Portsmouth on November 20. Details from Lt Sacha Brooks RNR at 1 Robert Cramb Avenue, Coventry, CV4 9LA.



● The RN's fly-swatting team found this year's weapons particularly ineffective... A naval fencer on his way to the first victory for the Senior Service in the Inter-Services in nearly half a century

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## PLAQUE TO PETER THE GREAT AT POMPEY

RUSSIA's ambassador to Britain Grigori Karasin attended the dedication of a plaque linking the birth of the Russian Navy with Portsmouth.

Mounted on a two-ton block of granite alongside Nelson's flagship HMS Victory, the plaque was dedicated by a

Russian Orthodox priest from St Petersburg, Father Maxim, while RN chaplain the Rev Chris Luckraft conducted the service.

It commemorates the departure from Portsmouth Naval Base of Tsar Peter in 1698. He had made an extended visit to Britain to study warship construction, knowledge he used to create the

Russian Navy which celebrated its 300th anniversary in 1998.

It was originally presented to Prince Michael of Kent that year, but its full installation had been delayed by redevelopment of the Main Road and Victory Arena. Also attending were Naval Base Commander Cdre Amjad Hussain, the Lord Lieutenant of

Hampshire Mrs Mary Fagan and the Lord Mayor of Portsmouth, Cllr Jason Fazackerley.

The granite originally came from wartime bomb damage to the base's No. 5 Dock and had for some time been used with other blocks to encircle a car park near Fort Cumberland.

# Iraq: Forces must listen to the lads about shortages

LESSONS were learned – but not enough – in preparing Britain's Armed Forces for conflict in Iraq last year, a Government watchdog has warned.

The House of Commons Public Accounts Committee – a group of MPs from across the political spectrum – scrutinised the Ministry of Defence's performance during Operation Telic, the campaign to liberate Iraq.

The MPs focused their attention on the kit British servicemen and women used and the huge logistical effort in getting our Forces in place in time for the beginning of the conflict in March.

The committee praises lessons learned since the first Gulf war in 1990-91 – troops, aircraft and ships were in place in less than half the time it took to assemble for the earlier conflict – and says war games in Oman in 2001, Saif Sareea II, proved invaluable in preparing the military machine for this desert conflict.

But the politicians also found serious shortcomings which put personnel in the front line at risk, including lack of personal body armour, and nuclear, biological and chemical detection and protection systems.

They added that the Forces should listen more closely to the gripes of ordinary servicemen and women about shortages – grievances which were aired in the media.

## Presentation Team dates

THE RN Presentation Team's slick new package – one of the most dynamic in recent years – is on tour in the UK at the following locations this month:

Oct 5 St Mary's School, Calne; Oct 6 Camberley & District Probud; Oct 7 Colchester; Oct 12 Worthing Chartered Engineers Association; Oct 13 Knutsford; Oct 14 Southport; Oct 18 Uppingham School; Oct 26 DSL Beaconsfield.

Tel Lt Cdr Richard Simmonds on 0208 833 8028 for further details.

## HENRY'S FLYING VISIT

BARELY a month after taking part with fellow veterans in a ceremony in central London to mark the 90th anniversary of the start of World War I, First Mechanic Henry Allingham made his first return to France since the end of that conflict.

The 108-year-old, who served on the Western Front with the Royal Naval Air Service, was present at the unveiling of the British Air Services Memorial at St-Omer airfield in Northern France, where, along with representatives of squadron associations, he laid a wreath.

During World War I, St-Omer was a major British airfield, housing both operational squadrons and support units.

The unveiling of the memorial coincided with the 90th anniversary of the first British aircraft to arrive there in September 1914.



## MOVING TO THE MED

DECK operations are conducted on board HMS Invincible prior to the carrier's deployment to the Mediterranean at the end of last month.

Picture: POA(PHOT) Paul Smith

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